

# MINUTES OF THE REGULAR MEETING OF THE IDAHO BOARD OF HIGHWAY DIRECTORS

January 11-13, 1956

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The regular meeting of the Idaho Board of Highway Directors was convened at 603 Main Street, Boise, Idaho, at 1:30 p.m. on Wednesday, January 11, 1956.

Present were David P. Jones, Director from District No. 1; Roscoe C. Rich, Director from District No. 2; Leonard K. Floan, Director from District No. 3; Earle V. Miller, State Highway Engineer; and Wayne Summers, Secretary of the Board.

Minutes. The minutes of the meeting held December 15-17, 1955, were read and approved.

Bids. The Board reviewed the results of the Bid Opening held December 27, 1955, and the following action was taken:

The bids considered were for Project FG-UG-3281(4), consisting of constructing a 1160 ft. concrete overpass in Caldwell, on Highway U.S. 30, known as Idaho Federal Aid Project No. FG-UG-3281(4) in Canyon County. This is a Federal Aid Urban and State financed project. The State Highway Engineer had exercised the authority given him by the Board and had awarded the contract to Babbitt Construction Company of Boise, Idaho, the low bidder, on December 29, 1955, in the amount of \$458,018.75, the Engineer's Estimate being \$517,854.06.

The Board concurred in the action taken on the above project by the State Highway Engineer.

Blackwell Bridge Repair. Pursuant to the Special Extraordinary Board meeting of December 30, 1955, and the Declaration of Emergency proclaimed at that meeting, the Board approved the Department's action in entering into a contract with Henry Hagman of Spokane, Washington, for the repair of the Blackwell Bridge in Kootenai County, ST-5115(506), consisting of furnishing and driving in place eight 60 ft. piles; eight 50 ft. piles; and eight 40 ft. piles - all untreated; extending and splicing one broken 12" x 12" x 28' cap; furnishing and placing bracing similar to that now in place on bents where new piles are driven, without formal bid procedure in the amount of \$6,261.00.

The Board questioned if there is liability on the part of others, contributing to the damage of the Blackwell Bridge, and the Department's attorney gave the opinion that since a 90 m.p.h. wind resulted in broken log booms, causing the damage, it can only be considered as "an act of God" and therefore no liability on the part of others from which to recover damages.

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Little Salmon River Highway Repairs. Pursuant to the Special Extraordinary Board meeting of December 30, 1955, and the Declaration of Emergency proclaimed at that meeting, the Board authorized the immediate expenditure of \$100,000 to be allocated to the work that has been under way in reopening the Little Salmon River Highway with pilot roads and other temporary construction.

Expense Vouchers. Expense Vouchers for the Board members were approved as follows: Roscoe C. Rich (November and December) - \$114.30; D. P. Jones (November and December) - \$89.10; L. K. Floan (December) - \$53.20.

Owyhee County - Rabbit Creek Road and S.H. 45. The Department was authorized to proceed as recommended by Engineer Miller with construction on Rabbit Creek Road and the realignment of S.H. 45 north of Murphy.

THEREUPON, the Board adjourned at 5:00 p.m. until Thursday, January 12, 1956.

THURSDAY, January 12, 1956.

The Board reconvened at 8:00 a.m., Thursday, January 12, 1956, with all members of the Board, the State Highway Engineer and the Secretary present.

Hayden Claim - Caldwell Overpass. The Board received a claim and request from Mr. Wayne E. Davis of Caldwell, attorney for Mrs. M. S. Faith Hayden of Caldwell, the owner of property designated as 219 North 10th Avenue, Caldwell. The said claim was in the amount of \$2,000 and based upon the supposition that the proposed 10th Avenue Overpass will reduce the value of the above property by the said amount of \$2,000. The Board referred the matter to the Legal Department to determine if the said property falls within the general category of properties adjoining the Caldwell Overpass project based on the legal opinions submitted by the Legal Department and the Attorney General. Such general claims of property have been denied damages. The Legal Department was instructed to advise Mr. Davis of its findings and consequent denial of claim or request an addition investigation if warranted.

Policy Regarding Picnic Areas, Roadside Parks, and State Park Roads. The following policy regarding the establishment of picnic areas and roadside parks, as well as maintenance and construction of roads in and to State Parks, was approved by the Board members:

When economically feasible, roadside turnouts or picnic areas may be established along each highway route. The Department will construct and maintain these areas, including tables and trash barrels. It is intended that areas developed by the Department will be small (less than one acre in area, except where special features of terrain or other physical characteristics of the site indicate otherwise).

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These turnouts and rest areas are primarily for use of the traveling public as rest areas and are not intended to include parks. Actual size of the sites shall be governed by the physical characteristics of the site and by the size and number already established or proposed along a maintenance section. In no event shall they be larger or in numbers greater than what the local maintenance man can handle along with his regular highway maintenance duties.

The Highway Department may cooperate with communities or club groups in establishing roadside turnouts and picnic areas under the following provisions:

- 1.- The property shall first be deeded to the State Highway Department.
- 2.- Each turnout or picnic area shall be adjacent to the highway right of way and shall not be larger than one acre except when terrain or other physical characteristics indicate otherwise.
- 3.- All proposals for such roadside turnouts or picnic areas shall be submitted by the District Engineer to the Boise Office for action and programming as may be approved by the Highway Board. The proposal shall include a detailed estimate of roadway and development construction costs, and annual expected roadway maintenance costs. These estimates to be prepared by the District.

The Highway Department may maintain the roads in State Parks and may build or maintain roads of short distances connecting parks with State Highways upon approval by the Board of Highway Directors.

Household Moving Expenses. Moving Expenses were authorized for R. B. Christensen upon his transfer from Boise to Pocatello as Resident Engineer.

The Board authorized the State Highway Engineer to approve the costs of moving household goods of W. W. Sacht from Pocatello to Coeur d'Alene in the amount of \$389.58.

Winchester Access Road. The Board approved the Winchester access road from Park Street down the Canyon and joining proposed Lapwai Canyon highway with the provision that such standards and grades be conservative in keeping construction of this connecting road within an expenditure commensurate of the 300 daily traffic count.

Commercial Builders Claim - Contract 1844. The Board authorized the Department to settle the claim of Commercial Builders on Contract 1844 by assessing penalty on days occurring only following the completion of the final portion of the contract at the rate of \$40 per day.

Leasing of Weippe Maintenance Shed. The leasing of the old Maintenance Shed at Weippe was authorized by the Board in the absence of offers to purchase.

Continuation of U.S. 30 N. Mr. Joe Spencer of Ontario, Oregon, called on the Board and recommended that Highway 30 North be continued in Idaho with a proposed interstate bridge at Olds Ferry - also that a road should continue down the Snake River to Brownlee Dam, thence to Cambridge and to Boise by way of Indian Valley and Emmett.

Removal from State Highway System. The Board members approved and signed the following resolution:

WHEREAS, construction of 1.133 miles of State Highway No. U.S. 10 on new location beginning at a point in Sec. 8, T. 48 N., R. 4 E., at Osburn and ending at a point in Sec. 20, T. 48 N., R. 4 E., 1.990 miles west of Wallace has made continuance of the original road as a portion of the State Highway System no longer essential, all as shown on the sketch map attached hereto.

THEREFORE BE IT RESOLVED, that this portion of the old road, 1.210 miles in length, is hereby removed from the State highway system, effective this date.

Condemnation Orders. The Board signed condemnation orders as follows:

The Board, having considered the report and recommendations, submitted on the above date, find that certain lands hereinafter described, sought to be acquired for right of way purposes in connection with the reconstruction of U.S. Highway No. 30, Cole School-Meridian, are necessary for such use, and further, that it is determined that the Department of Highways and owners of said lands have been unable to agree on the purchase price, as a result of which said lands should be condemned as follows:

Parcel No. 9, O. M. Manion and Eva Manion, his wife, over a portion of Lot 1 of Section 7, Township 3 North, Range 1 East, Boise Meridian.

Parcel No. 10, Harold G. Ross and F. Elberta Ross, his wife, mortgaged to Home Federal Savings and Loan Association of Nampa, over a portion of the NE $\frac{1}{4}$ NW $\frac{1}{4}$  of Section 7, Township 3 North, Range 1 East, Boise Meridian.

Parcels No. 15 and 15 $\frac{1}{2}$ , S. A. Webb and Mary S. Webb, his wife, Contract purchasers Glenn H. Reed and Doris Irene Reed, his wife, across a portion of the N $\frac{1}{2}$ NW $\frac{1}{4}$ NE $\frac{1}{4}$  of Section 7, Township 3 North, Range 1 East, Boise Meridian.

Parcel No. 23, John Arambarri, across a portion of the SE $\frac{1}{4}$ SE $\frac{1}{4}$  of section 6, Township 3 North, Range 1 East, Boise Meridian.

Parcel No. 59 $\frac{1}{2}$ , Raymond R. Swasey and Margaret E. Swasey, his wife, mortgaged to First Federal Savings and Loan Association of Boise, across a portion of Lot 32E of Eagleson's Beatty Subdivision in the NE $\frac{1}{4}$ NW $\frac{1}{4}$  of Section 10, Township 3 North, Range 1 East, Boise Meridian.

Parcel No. 64, Heath Sebern et ux., across a portion of the E $\frac{1}{2}$ NW $\frac{1}{4}$ NE $\frac{1}{4}$  of Section 10, Township 3 North, Range 1 East, Boise Meridian.

That the Legal Department shall file condemnation suits in the proper court against the owners of said property, to determine the value thereof.

The Board, having considered the report and recommendations, submitted on the above date, find that certain lands hereinafter described, sought to be acquired for right of way purposes in connection with the reconstruction of U.S. Highway No. 30, Cole School-Meridian, are necessary for such use, and further, that it is determined that the Department of Highways and owners of said lands have been unable to agree on the purchase price, as a result of which said lands should be condemned as follows:

Parcel No. 22, Ray C. Moorehead and Nellie A. Moorehead, his wife, Contract purchaser Charles Yeadicke, mortgaged to Home Federal Savings and Loan Association of Nampa, in a portion of the S $\frac{1}{2}$ SE $\frac{1}{4}$  of Section 6, Township 3 North, Range 1 East, Boise Meridian.

Parcel No. 73, Emil F. Clover and Florence Clover, his wife, Contract purchasers James W. Broadie and Donna Broadie, his wife, mortgaged to Equitable Life Assurance Society of the United States and First Federal Savings and Loan Association of Boise, portion of Lot 10 of L. P. Lamm Subdivision in NE $\frac{1}{4}$ NE $\frac{1}{4}$  of Section 10, Township 3 North, Range 1 East, Boise Meridian.

That the Legal Department shall file condemnation suits in the proper Court against the owners of said property, to determine the value thereof.

Owing to additional defendants, this Order supersedes and cancels Order dated May 19, 1955, on Parcel No. 73 and Order dated December 15, 1955, on Parcel No. 22.

The Board, having considered the report and recommendations, submitted on the above date, find that certain lands hereinafter described, sought to be acquired for right of way purposes in connection with the reconstruction of U.S. Highway 2, Newport-Albeni, are necessary for such use, and further, that it is determined that the

Department of Highways and owners of said lands have been unable to agree on the purchase price, as a result of which said lands should be condemned as follows:

Parcel No. 9, Eugene S. Green and Irene Green, portions of Lot 1 and SE $\frac{1}{4}$ SW $\frac{1}{4}$  of Section 20, Township 56 North, Range 5 West, Boise Meridian.

Parcel No. 11, Phyllis E. Madison et vir., portion of the SE $\frac{1}{4}$ SW $\frac{1}{4}$  of Section 20, Township 56 North, Range 5 West, Boise Meridian.

Parcel No. 33, George L. Whipple and Phyllis M. Whipple, mortgaged to James Bishop, portion of Tract 8 of Albany Falls Orchard Tracts.

That the Legal Department shall file condemnation suits in the proper Court against the owners of said property, to determine the value thereof.

Traffic Regulations. The Board approved ordinances regulating speed limits in the Villages of Ucon, Roberts, Hamer, and Spencer, Idaho, all as follows:

WHEREAS, by virtue of Section 49-524.2 and Section 49-524.3 Idaho Code the prima facie speed limit upon urban extensions of the State Highway System may be altered; and,

WHEREAS, an engineering and traffic investigation is the basis upon which such alterations are to be determined; and,

WHEREAS, an engineering and traffic investigation has been made on the hereinafter described urban portions of the State Highway System within the corporate limits of the Village of Ucon; and,

WHEREAS, the hereinafter designated speed limits have been found to be reasonable and safe prima facie speeds, on the respective urban portions of the State Highway System, within the corporate limits of the Village of Ucon; said urban portions of the State Highway System and prima facie speed limits being as follows:

Item No.	Highway No.	Street Name	Zone Limits	Prima Facie Speed Limits (M.P.H.)
1	US 191, 20	Parke	South Village Limits (Milepost 135.60) to North Village Limits (Milepost 136.10)	35

NOW THEREFORE, it is hereby determined and declared that the hereinabove designated prima facie speeds on the hereinabove described urban portions of the State Highway System within the corporate limits

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of the Village of Ucon shall henceforth be effective at all times during hours of daylight or darkness.

WHEREAS, by virtue of Section 49-524.2 and Section 49-524.3 Idaho Code the prima facie speed limit upon urban extensions of the State Highway System may be altered; and,

WHEREAS, an engineering and traffic investigation is the basis upon which such alterations are to be determined; and,

WHEREAS, an engineering and traffic investigation has been made on the hereinafter described urban portions of the State Highway System within the corporate limits of the Village of Roberts; and,

WHEREAS, the hereinafter designated speed limits have been found to be reasonable and safe prima facie speeds, on the respective urban portions of the State Highway System within the corporate limits of the Village of Roberts; said urban portions of the State Highway System and prima facie speed limits being as follows:

<u>Item No.</u>	<u>Highway No.</u>	<u>Street Name</u>	<u>Zone Limits</u>	<u>Prima Facie Speed Limits (M.P.H.)</u>
1	SH 48	Park Avenue	East Village Limits (Milepost 0.10) to West Front Street (Milepost 0.00)	35
2	US 91	West Front	North Village Limits (Milepost 145.55) to South Village Limits (Milepost 145.10)	35

NOW THEREFORE, it is hereby determined and declared that the hereinabove designated prima facie speeds on the hereinabove described urban portions of the State Highway System within the corporate limits of the Village of Roberts shall henceforth be effective at all times during hours of daylight or darkness.

WHEREAS, by virtue of Section 49-524.2 and Section 49-524.3 Idaho Code the prima facie speed limit upon urban extensions of the State Highway System may be altered; and,

WHEREAS, an engineering and traffic investigation is the basis upon which such alterations are to be determined; and,

WHEREAS, an engineering and traffic investigation has been made on the hereinafter described urban portions of the State Highway System within the corporate limits of the Village of Hamer; and,

WHEREAS, the hereinafter designated speed limits have been found to be reasonable and safe prima facie speeds, on the respective urban portions of the State Highway System, within the corporate limits

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of the Village of Hamer; said urban portions of the State highway System and prima facie speed limits being as follows:

<u>Item No.</u>	<u>Highway No.</u>	<u>Street Name</u>	<u>Zone Limits</u>	<u>Prima Facie Speed Limits (M.P.H.)</u>
1	US 91	None	South Village Limits (Milepost 160.65) to North Village Limits (Milepost 161.00)	35

NOW THEREFORE, it is hereby determined and declared that the hereinabove designated prima facie speeds on the hereinabove described urban portions of the State Highway System within the corporate limits of the Village of Hamer shall henceforth be effective at all times during hours of daylight or darkness.

WHEREAS, by virtue of Section 49-524.2 and Section 49-524.3 Idaho Code the prima facie speed limit upon urban extensions of the State Highway System may be altered; and,

WHEREAS, an engineering and traffic investigation is the basis upon which such alterations are to be determined; and,

WHEREAS, an engineering and traffic investigation has been made on the hereinafter described urban portions of the State Highway System within the corporate limits of the Village of Spencer; and,

WHEREAS, the hereinafter designated speed limits have been found to be reasonable and safe prima facie speeds, on the respective urban portions of the State Highway System, within the corporate limits of the Village of Spencer; said urban portions of the State Highway System and prima facie speed limits being as follows:

<u>Item No.</u>	<u>Highway No.</u>	<u>Street Name</u>	<u>Zone Limits</u>	<u>Prima Facie Speed Limits (M.P.H.)</u>
1	US 91	None	South Village Limits (Milepost 193.40) to Milepost 194.20	35
2	US 91	None	Milepost 194.20 to North Village Limits (Milepost 197.65)	60-55

NOW THEREFORE, it is hereby determined and declared that the hereinabove designated prima facie speeds on the hereinabove described urban portions of the State Highway System within the corporate limits of the Village of Spencer shall henceforth be effective at all times during hours of daylight or darkness.

THEREUPON, the Board adjourned at 5:00 p.m., until 7:00 p.m. that evening.

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The Board reconvened at 7:00 p.m., Thursday, January 12, 1956, with all members of the Board, the State Highway Engineer, and the Secretary present.

Expenditure Budget. After reviewing this biennium's departmental expenditure budget, the Department was requested to prepare a statement reflecting the manner in which salaries and wages will be spread out over the respective six-month periods remaining in this biennium, in compliance with the new budget.

THEREUPON, the Board adjourned at 9:30 p.m., until Friday, January 13, 1956.

FRIDAY, January 13, 1956

The Board reconvened at 8:00 a.m., Friday, January 13, 1956, with all members of the Board, the State Highway Engineer, and the Secretary present.

Concrete pipe. Pete Pendry, Idaho Concrete Pipe Company, and the company president, George Jesen, called on the Board and indicated satisfaction with the Department's new policies regarding contract letting as affecting bituminous-coated metal and concrete pipe. The price competitive situation is on a par now particularly since the concrete pipe industry is able to offer rubber gasket jointed concrete pipe.

Mountain Home Delegation. Mayor Willis Carey of Mountain Home appeared before the Board asking that 3rd North Street on the Anderson Dam highway, S.H.68, be oiled curb to curb, stating that the City of Mountain Home is in a position to set up the curbs and gutters providing the State will do the oiling. He further stated that 40 feet of right of way must be purchased in one block and the City has agreed to pursue the acquiring of the 40-foot section and will proceed with condemnation proceedings if necessary.

The Mayor indicated that the City of Mountain Home is progressing in the acquisition of the encroachment on North Main by the Associated Service Station property.

Continuation of U.S. 30 N. The following delegation appeared before the Board:

Dr. Vernon Hixon, Weiser Chamber of Commerce, Highway Committee  
Robert Linville, President, Payette Chamber of Commerce  
Boyd Swanson, Highway Committee, Payette Chamber of Commerce  
Herman Evans, Highway Committee, Payette Chamber of Commerce

This group appeared regarding the proposed interstate bridge crossing between Payette, Idaho, and Ontario, Oregon, and again

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endorsed a crossing at Olds Ferry by continuing U.S. 30 North beyond Weiser on the Idaho side.

Washington County Delegation. The following Washington County Commissioners appeared before the Board:

W. A. Hemenway, Chairman  
James Cahill  
Frank Engebretson


stating they were in a position to furnish \$70,000 in matching funds by July, 1956, as per their recent application to place the Cambridge-Brownlee Dam Road on the Federal Aid Secondary System, which application is being processed by the Bureau of Public Roads.

Location Engineer Sam Johnson indicated there would be a remaining need for \$650,000 to bring this road up to a satisfactory oiled surface condition, whereupon the Board indicated that they would take the matter under further consideration.

State Park Roads. Roger Guernsey, State Forester, and Art Wilson, State Land Commissioner, then called on the Board regarding State Park road needs with particular emphasis on the six-mile projected road needed in the opening of the peninsula into Payette Lakes. State Highway Engineer Miller suggested that the Highway Department go over the area with the Land Department to point out the location of the projected road that it may serve the purposes of the recreational area after the logging has been completed. Mr. Guernsey and Mr. Wilson were requested to present each October their anticipated Highway Department cooperation regarding State Park road matters, etc., so that the Department may have ample time to present the matters for Board approval and then budget accordingly for the following year.

Press Coverage. The three-day session of the Board had press coverage by John Corlett of the Idaho Statesman.

THEREUPON, the Board adjourned at 5:00 p.m. to reconvene at their next regular meeting February 8-10, 1956.

  
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R. C. RICH, Chairman  
Board of Highway Directors

Done at Boise, Idaho  
February 8th, 1956.

## MINUTES OF THE REGULAR MEETING OF THE IDAHO BOARD OF HIGHWAY DIRECTORS

February 7 - 10, 1956

The regular meeting of the Idaho Board of Highway Directors was convened at 603 Main Street, Boise, Idaho, at 1:30 p.m. on Tuesday, February 7, 1956.

Present were David P. Jones, Director from District No. 1; Roscoe C. Rich, Director from District No. 2; Leonard K. Floan, Director from District No. 3; Earle V. Miller, State Highway Engineer; and Wayne Summers, Secretary of the Board.

The Board convened on Tuesday to discuss administrative matters with the State Highway Engineer.

WEDNESDAY, February 8, 1956

The Board reconvened at 8:00 a.m., Wednesday, February 8, 1956, with all members of the Board, the State Highway Engineer, and the Secretary present.

Minutes. The minutes of the meeting held January 11-13, 1956, were read and approved.

Bids. The Board reviewed the results of the Bid Opening held January 20, 1956, and the following action was taken:

The first bids considered were for Project F-2361(7) and Stockpile Project No. 148, consisting of constructing the roadway, a roadmix bituminous surface and a 140.9 foot concrete bridge over the Main Line Canal on 0.653 mile of Highway U.S. 30 and a Maintenance Stockpile in Twin Falls County. This is a Federal Aid Primary and State financed project. The State Highway Engineer had awarded the contract to Aslett Construction Company of Twin Falls, Idaho, the low bidder, on January 23, 1956, in the amount of \$127,042.05, the Engineer's Estimate being \$131,298.95.

The next bids considered were for Project S-3754(1), consisting of constructing 0.462 mile of the roadway and a roadmix bituminous surface and two concrete bridges over the New York and Mora Canals on State Highway No. 45 in Canyon County. This is a Federal Aid Secondary and State financed project. The State Highway Engineer had exercised the authority given him by the Board and had awarded the contract to J. H. Wise and Son, Inc., of Boise, Idaho, the low bidder, on January 23, 1956, in the amount of \$104,473.88, the Engineer's Estimate being \$108,147.70.

The last bids considered were for Project ST-3022(512), consisting of constructing guardrail on portions of Highway U.S. 30 and the East approach to Glenns Ferry, Glenns Ferry East Section, in Elmore County. This is a State financed project. The State Highway Engineer had

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exercised the authority given him by the Board and had awarded the contract to McWaters Construction Company of Boise, Idaho, the low bidder on January 23, 1956, in the amount of \$9,300.00, the Engineer's Estimate being \$11,250.00.

The Board concurred in the action taken on the above projects by the State Highway Engineer.

Franklin County Delegation. A delegation from Franklin County met with the Board, composed of:

C. L. Swenson, County Clerk

D. Ariel Nash, County Commissioner

regarding the need for highway improvement from Riverdale to Preston. This road project will be studied with the delegation when the Board makes its South Idaho tour this spring.

Personnel Matters. The Board then went into consultation with Engineer Miller and the Department Personnel Officer, Keith Englund, and Assistant State Highway Engineer Bryce Bennett regarding employee severance policies used during the recent reduction in the highway force. Files of affected personnel were perused. Those terminations which have not been received from the field by the personnel department will be reviewed by the Board at the March meeting. At the conclusion of the day's session on personnel matters, the Board requested that the administration be guided by the following policy as to personnel termination now and in the future:

The Department shall recognize and consider all cases as to:

1. Veteran Preference, if any.
2. Seniority.
3. Highway Department personnel rating system.
4. Responsibility of Department heads' recommendations.
5. Determination of whether or not the employee could or would fill another position.

The above points were designed to protect as nearly as possible the rights of the individual.

It was emphasized that the Department's first duty is to build highways and not to merely employ people. As custodians of public funds, not one person can be on the payrolls who is not absolutely necessary in the ultimate construction or maintenance of the State Highways.

Bridge over Bruneau River - Owyhee County. The Board approved the turning over to Owyhee County of the 100-foot steel truss bridge over the Bruneau River on Highway 51, which is to be dismantled,

as set forth in District Engineer C. L. Varian's letter of February 8 and recommended by State Highway Engineer Miller and Engineer McCrea. Owyhee County proposes to use this bridge over Jacks Creek on the county road that connects S.H. 51 to the Mud Flat Road.

Meeting with Governor. The Board members met with Governor Smylie regarding various matters.

Nyssa Bridge. The manner and amount of Idaho's participation in the construction of a new interstate bridge at Nyssa, Oregon, over the Snake River, was presented by Engineer Miller. Pursuant to Idaho Code 40-120, the Board executed their part of a contract with the Oregon State Highway Commission to bear one-half of the final cost including engineering fees in the construction of the said bridge. This agreement was drawn in the same manner as set forth in an interstate agreement dated January 28, 1949, regarding construction costs and interstate percentage participation, as well as salvage materials disposition, on the new Weiser bridge.

Thus, Idaho concurred with the Oregon Highway Department in the awarding of the contract for the construction of the Nyssa Bridge in the amount of \$499,227 plus actual engineering and inspection costs, which are estimated at 12½% according to the Oregon State Engineer and approved by Idaho State Highway Engineer, E. V. Miller.

State Highway Maps. The 1956 layout of the State Highway Map was presented and was approved by the Board as submitted by Art Sherwood, Public Information Officer and Engineer Miller. This issue calls for the printing of 200,000 maps, which last year was at the rate of \$57.95 per thousand, procurement to be had through the usual State Purchasing Department procedure.

THEREUPON, the Board adjourned at 5:00 p.m. until Thursday, February 9, 1956.

#### THURSDAY, February 9, 1956

The Board reconvened at 8:00 a.m., Thursday, February 9, 1956, with all members of the Board, the State Highway Engineer, and the Secretary present.

Weippe Maintenance Shed. The Secretary was instructed to write and request the State Land Board to return the Weippe Maintenance Shed property to the Highway Department inasmuch as the Land Commissioner was unable to procure a purchaser for this property. The Highway Department contemplates leasing of said property at \$15 per month, which developed from Land Commissioner's attempt to sell property.

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Dunclick Case. The Board considered the condemnation of State vs. Dunclick, Inc., and found the following facts:

That said case was instituted to condemn property for Project No. F-4114(2) Lewiston-East; that the said case was tried in the district court and resulted in a verdict and judgment in favor of Dunclick, Inc., in the amount of \$19,500.00 plus interest, and plus defendant's court costs; that the defendant, Dunclick, Inc., appealed said case to the supreme court and on such appeal the supreme court reversed the aforesaid district court verdict and judgment, and ordered a new trial; that the Department of Highways has, since the said district court judgment, been in possession of the property condemned, and the aforesaid highway project has been actually constructed over and upon said property. Upon the recommendation of the Legal Department and the Attorney General, it was ordered that the Legal Department enter into an agreement with the said Dunclick, Inc., for the purpose of compromising and settling the said case on the following basis:

1. That Dunclick, Inc., receive the amount of the jury verdict rendered in the district court, to-wit, \$19,500.00 plus interest at 6% thereon, together with its trial court costs.

2. That the Department transfer by sufficient warranty deed its title in and to the hereinafter described property to Dunclick, Inc., for a consideration to be paid by Dunclick, Inc., to the Highway Department of \$2620.00. The property to be transferred is described as follows:

"An irregular parcel of land lying situate in a portion of the SE $\frac{1}{4}$ SW $\frac{1}{4}$  of Section 29, Township 36 North, Range 5 West, Boise Meridian, described as follows, to-wit:

"Beginning at the Northeast corner of the SE $\frac{1}{4}$ SW $\frac{1}{4}$  of Section 29, Township 36 North, Range 5 West, Boise Meridian, which point is approximately 1320.0 feet North from the South Quarter corner of said Section 29; thence South along the East line of the SE $\frac{1}{4}$ SW $\frac{1}{4}$  of said Section 29 a distance of 102.0 feet, more or less, to a point on the Northwesternly right of way line of the present North and South Highway; thence Southwesterly along the Northwesternly right of way line of said present North and South Highway a distance of 211.0 feet, more or less, to a point; thence Southwesterly along a spiral curve left, 130.0 feet distant Northwesternly from and parallel to the North and South F-4114(2) Highway Survey line a distance of 162.0 feet, more or less, to a point which bears North 16°23' West - 130.0 feet from Station 77 + 92.4 of said North and South F-4114(2) Highway Survey line; thence Southwesterly along a curve left of 2039.86 foot radius 130.0 feet distant Northwesternly from and parallel to said North and South F-4114(2) Highway Survey line a distance of 176.0 feet, more or less, to a point on the Easterly boundary of the Engerprise Addition to the City of Lewiston,

Idaho, as shown on the official plat thereof on file and of record in the office of the Recorder of Nez Perce County, Idaho, thence North along said Easterly boundary of Enterprise Addition a distance of 320.0 feet, more or less, to a point on the North line of the SE $\frac{1}{4}$ SW $\frac{1}{4}$  of said Section 29; thence East along the North line of the SE $\frac{1}{4}$ SW $\frac{1}{4}$  of said Section 29 to the point of beginning and containing approximately 2.62 acres, more or less."

Burley Area Highway Projects. A letter regarding highway projects in and around Burley from the Burley Chamber of Commerce was read. On its spring tour of South Idaho, the Board will include Burley and Rupert on its itinerary and will go over highway needs of those areas at that time.

Y-Dell Railroad Crossing - Burley. A letter from Robert H. Woody of Burley, Idaho, was read concerning the hazardous railroad crossing known as the Y-dell Crossing. The Board requested that Traffic Engineer Mathes be instructed to make a survey and an appraisal of safety measures needed at this railroad crossing and report his findings at the next Board meeting.

THEREUPON, the Board adjourned at 5:00 p.m. until Friday, February, 10, 1956.

FRIDAY, February 10, 1956

The Board reconvened at 8:00 a.m., Friday, February 10, 1956, with all members of the Board, the State Highway Engineer, and the Secretary present.

Holmes Construction Company Claim. The Holmes Construction Company, subcontractors, called on the Board regarding a pending claim on their project F-2441(3), Contract No. 1836, dated July 22, 1954, concerning quantities of unclassified excavation in the approaches of the Heyburn Bridge. Appearing were:

Harold Holmes  
Ralph Holmes  
Keith Holmes  
Matt Hally, their Consulting Engineer

The Board agreed with State Highway Engineer Miller's suggestion that a resident engineer from North Idaho should go over the excavation site with Consulting Engineer Hally to check the yardage measurements which are in disagreement. Should settlement not then prevail, the Board indicated that they would hear the matter at the March meeting.

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Age Retirement Policy. The following policy regarding age retirement was adopted:

"It shall be the policy of the Idaho Department of Highways to terminate each and every certified or part-time employee upon his reaching the age of 65."

"The only exception or exceptions to this policy shall be in such case or cases where the Idaho Board of Highway Directors may in its discretion extend such employee's service with the Department beyond the age of 65 by periods of one year at a time."

"The effective date of this policy shall be July 1, 1956, and any new cases may be brought before the Idaho Board of Highway Directors for action at six-month intervals thereafter."

"Done this 10th day of February, 1956, at Boise, Idaho."

The following were present and concurred in the Board's adoption of the above policy:

E. V. Miller, State Highway Engineer  
Bryce Bennett, Assistant State Highway Engineer  
C. L. Varian, District 3 Engineer  
Keith Englund, Personnel Officer  
Wayne Summers, Secretary to the Board

Expense Vouchers. Expense Vouchers for the Board members for the month of January were approved as follows: D. P. Jones - \$47.15;  
L. K. Floan - \$33.20.

Rexburg and Ririe Delegation. A delegation from Rexburg and Ririe appeared, consisting of:

Representative Steve Meikle, Rexburg  
Harry Graham, Rexburg  
Grover Hemming, Rexburg  
Sterling Magleby, Rexburg  
Farrell Rock, Rexburg  
Carl M. Shaner, Mayor, Ririe  
Marvin Buck, Ririe  
J. E. Dummont, Ririe  
Ray Howard, Ririe  
J. Elmer Moss, Jefferson County Commissioner, Rigby

This group asked that the county road north from Rigby be connected by construction of a mile and a half road and a bridge across the South Fork of the Snake River and be joined onto the Archer Road south from Rexburg with the State financing such a project,

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thereby making both roads and proposed connection a State Highway. Representative Meikle justified the proposal by pointing out the inadequacy of the narrow Lorenzo Bridge, being the only crossing for traffic to the Upper Snake River area.

Chairman Rich pointed out that the Board would appraise this request very carefully in the light of other such requests throughout the State and that further study would be made by the Department. He stated that no commitments could be made at this time on the matter.

Grover Hemming then discussed the need for a Rexburg-Sage Junction road for the service of commuters from the Rexburg area to the Atomic Energy Commission project. Mr. Hemming is making a survey regarding the employees from the Rexburg area working for the AEC, and Mr. Johnson of the AEC will be contacted by Mr. Hemming as to the possibility of the AEC's desire to participate financially in the construction of such a highway.

Craigmont--Myrtle Highway Association. This Association called on the Board, represented by:

Otto Brammer, President  
Bernard Stellyan  
Earl Darrah

regarding the progress made on the Cottonwood-Gifford secondary road application with the request that the State place this project on a State Highway basis since there is a lack of county funds. The Board informed them that this cannot be considered a State project as roads carrying more traffic than this had been removed from the State System, and they could not justify adding this road to the State Highway System.

Hoops Claim. Fred Hoops of Hoops Construction Company and counselors Bert Larson and Cliff Fix of Twin Falls appeared concerning the outstanding claim on Contract 1686, Buhl-Castleford, 1953. The matter was continued until the March meeting for further analysis regarding points of contention set forth by the counsel. At that time a decision will be rendered on the claim.

Utilities Delegation. The Board next heard a group of utilities officials composed of:

J. W. Heckman, Mountain States Telephone Company  
Harry Jones, Idaho Power Company  
Harry Beam, Gem State Telephone Company, McCall  
John P. Kimball, Idaho Power Company

This group requested the Board to assist the utilities in the financial cost anticipated if and when the accelerated highway program is passed by Congress. The financial position of the small companies were pointed out as receiving the greatest potential injury in moving utilities in cases of highway relocation. Mr. Kimball also asked for the Board's help in this regard in order to assist in keeping power rates at their present level.

Mr. Rich reminded the group that whereas the delegation is representing and speaking for the utilities industries, the Highway Board, of course, must represent the highway user and as such could not promise any action in changing the present practice in Idaho of the utilities bearing the cost of relocating their facilities on highway rights of way when necessitated by highway construction or relocation.

Boise County Planning Board. The Boise County Planning Board was heard next by the Board. This group was composed of:

Robert H. Mills, State Representative, Garden Valley  
 Ted Hoff, State Senator, Horseshoe Bend  
 Harry T. Yersen, Garden Valley  
 W. C. Jones, Garden Valley  
 James W. Davis, J. R. Simplot Company, Boise  
 T. F. Roark

This group requested that the Board consider oiling and widening the road from Crouch to the Garden Valley road, about one mile in length, and to improve the width of the present Banks-Garden Valley Road, which has become a bottleneck and hazardous because of the heavy logging truck operation coming out to the mills in the valley. Senator Hoff stated that Governor Robbins promised that the road into Crouch would be oiled - "I think they have a legitimate reason to have the road oiled."

Chairman Rich stated that he could see two future possibilities of money resources to help the situation in that area - (1) The Forest Highway System money; (2) Matching of Federal and State funds.

Mr. Floan suggested that the delegation should plan on appearing at the public Forest Highway hearing session next fall to justify the need from the standpoint of safely and adequately marketing the timber coming from that area.

Condemnation Orders. The Board signed condemnation orders as follows:

The Board, having considered the report and recommendations, submitted on the above date, find that certain lands hereinafter described, sought to be acquired for right of way purposes in

connection with the reconstruction of U.S. Highway 30, Bennett Creek-West, are necessary for such use, and further, that it is determined that the Department of Highways and owners of said lands have been unable to agree on the purchase price, as a result of which said lands should be condemned as follows:

Parcel No. 4, Viola Allison and Frank L. Allison, her husband, Fred Elliott, Catherine Elliott Nielsen and Pat Elliott, being that portion of the SE $\frac{1}{4}$ NW $\frac{1}{4}$  of Section 34, Township 5 South, Range 8 East, Boise Meridian, North of the present U.S. Highway 30.

Parcel No. 5, Viola A. Elliott (presumably Viola Allison) and Frank L. Allison, her husband, Fred Elliott, Catherine Elliott Nielsen and Pat Elliott, being that portion of the SE $\frac{1}{4}$ NW $\frac{1}{4}$  of Section 34, Township 5 South, Range 8 East, Boise Meridian, South of the present U.S. Highway 30.

That the Legal Department shall file condemnation suits in the proper court against the owners of said property, to determine the value thereof.

The Idaho Board of Highway Directors having considered the report of the State Highway Engineer, finds that the hereinafter described land is necessary for the construction of a portion of the State Highway System, to-wit, U.S. Highway 20 and 26, Project F-1381(8); that the said highway will be a public highway and part of the State Highway System; that the Idaho Department of Highways by and through its agents and employees have attempted to negotiate with the owners of the said hereinafter described property and was unable to make any reasonable bargain for the purchase thereof, or settlement of such damages as may accrue to the remainder of the property not sought to be condemned; that the property necessary to the construction of the said highway as aforesaid is described as follows:

A parcel of land in the NE $\frac{1}{4}$ NE $\frac{1}{4}$  of Section 36, Township 4 North, Range 26 East, Boise Meridian, described as follows, to-wit:

Commencing at the Northerly corner of Block 2 in the Village of Arco, Idaho, according to the Original Plat thereof, now on file and of record in the office of the Recorder of Butte County, State of Idaho, and running Northeasterly along the Northwesternly boundary line of said Block 2, extended Northeasterly, a distance of 100.0 feet, more or less, to a point on the Southwesterly right of way line of the Oregon Short Line Railroad, said point being also on the Northeasterly boundary line of Front Street, in the said Village of Arco, Idaho; thence Southeasterly along the Northeasterly boundary line of said Front Street for a distance

of 110.0 feet to the REAL POINT OF BEGINNING; thence continuing Southeasterly along said Northeasterly boundary line of Front Street for a distance of 350.0 feet to a point; thence Southwesterly at right angles a distance of 25.0 feet to a point; thence Northwesterly, parallel to and 25.0 feet Southwesterly from said Northeasterly boundary of Front Street for a distance of 350.0 feet to a point; thence Northeasterly at right angles, for a distance of 25.0 feet to the REAL POINT OF BEGINNING, and containing 0.20 acres, more or less.

It is ordered that the Legal Department shall proceed to file a condemnation suit in the proper court to acquire title thereto.

Greyhound Bus Lines. The Board members approved and signed the following resolution:

WHEREAS, Northwest Greyhound Lines and Overland Greyhound Lines have requested authorization to operate upon highways of the State of Idaho, passenger carrying vehicles having a length of 40 feet, and

WHEREAS, Chapter 45, Idaho Session Laws, 1953, permits such operation subject to authorization of the Idaho Board of Highway Directors.

NOW THEREFORE BE IT RESOLVED, that operation of passenger carrying vehicles having a length of 40 feet is hereby authorized on sections of the Idaho State Highway System, described as follows:

US 30N from the Idaho-Oregon State line near Weiser, Idaho to a junction with US 30 north of Fruitland, Idaho.

SH 52 from a junction with US 30N-95 in Payette to a junction with US 30 east of New Plymouth.

US 30 from the Idaho-Oregon State line east of Ontario, Oregon to Bliss, Idaho.

US 30 from Twin Falls to the junction of US 30N-US 30S at Burley, Idaho.

US 20 from the Idaho-Oregon State line east of Nyssa, Oregon to Boise, Idaho.

SH 44 from a junction with US 30 north of Caldwell to Boise.

SH 79 from a junction with US 93 north of Twin Falls to Jerome.

US 93 from a junction with SH 25 east of Jerome to Twin Falls.

US 26 from a junction with SH 25 east of Bliss to Gooding.

SH 46 from Gooding to a junction with SH 25 south of Wendell.

SH 25 from Bliss to a junction with US 30N southwest of Rupert.

US 30S from a junction with US 30N at Burley to the Idaho-Utah State line near Strevell, Idaho.

US 30N from a junction with US 30S at Burley to Pocatello.

US 191 from the Idaho-Utah State Line south of Malad City, Idaho to Idaho Falls.

US 91 from the Idaho-Utah State line near Franklin, Idaho to Downey.

SH 34 from the Idaho-Utah State line north of Lewiston, Utah to Preston, Idaho.

SH 27 from Burley to Paul.

US 30N from a junction with US 91-191 at McCammon to the Idaho-Wyoming State line east of Montpelier, Idaho.

US 410 from the Idaho-Washington State line at Lewiston, Idaho to a junction with US 95 at Lewiston.

US 95 from a junction with US 410 at Lewiston to Moscow.

SH 8 from a junction with US 95 in Moscow to the Idaho-Washington State line east of Pullman, Washington.

Traffic Regulations. The Board approved ordinances regulating speed limits in the Villages of Bliss, Declo, and Hansen, Idaho; and approved a traffic-control signal in the Village of Hansen, Idaho; all as follows:

WHEREAS, by virtue of Section 49-524.2 and Section 49-524.3 Idaho Code the prima facie speed limit upon urban extensions of the State Highway System may be altered; and,

WHEREAS, an engineering and traffic investigation is the basis upon which such alterations are to be determined; and,

WHEREAS, an engineering and traffic investigation has been made on the hereinafter described urban portions of the State Highway System within the corporate limits of the Village of Bliss, and,

WHEREAS, the hereinafter designated speed limits have been found to be reasonable and safe prima facie speeds, on the respective urban portions of the State Highway System, within the corporate limits of the Village of Bliss; said urban portions of the State Highway System and prima facie speed limits being as follows:

<u>Item No.</u>	<u>Highway No.</u>	<u>Street Name</u>	<u>Zone Limits</u>	<u>Prima Facie Speed Limits (M.P.H.)</u>
1	US 30,26, & 20-T	None	West City Limits, Bliss (MP 150.2) to Jct. US 30 (MP 150.60)	35
2	US 26,20-T	None	Junction US 30 (MP 150.60) to East City Limits (MP 151.30)	35
3	US 30	None	Junction US 26 & 20-T (MP 150.60) to South City Limits (MP 150.85)	35

NOW THEREFORE, it is hereby determined and declared that the hereinabove designated prima facie speeds on the hereinabove described urban portions of the State Highway System within the corporate limits of the Village of Bliss shall henceforth be effective at all times during hours of daylight or darkness.

WHEREAS, by virtue of Section 49-524.2 and Section 49-524.3 Idaho Code the prima facie speed limit upon urban extensions of the State Highway System may be altered; and,

WHEREAS, an engineering and traffic investigation is the basis upon which such alterations are to be determined; and,

WHEREAS, an engineering and traffic investigation has been made on the hereinafter described urban portions of the State Highway System within the corporate limits of the Village of Declo, and,

WHEREAS, the hereinafter designated speed limits have been found to be reasonable and safe prima facie speeds, on the respective urban portions of the State Highway System, within the corporate limits of the Village of Declo; said urban portions of the State Highway System and prima facie speed limits being as follows:

<u>Item No.</u>	<u>Highway No.</u>	<u>Street Name</u>	<u>Zone Limits</u>	<u>Prima Facie Speed Limits (MPH)</u>
1	SH 77	Clark	South City Limits (MP 8.40) to Main Street	35
2	SH 77	Clark	Main Street to North City Limits (MP 8.60)	25

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NOW THEREFORE, it is hereby determined and declared that the hereinabove designated prima facie speeds on the hereinabove described urban portions of the State Highway System within the corporate limits of the Village of Declo shall henceforth be effective at all times during hours of daylight or darkness.

WHEREAS, by virtue of Section 49-524.2 and Section 49-524.3 Idaho Code the prima facie speed limit upon urban extensions of the State Highway System may be altered; and,

WHEREAS, an engineering and traffic investigation is the basis upon which such alterations are to be determined; and,

WHEREAS, an engineering and traffic investigation has been made on the hereinafter described urban portions of the State Highway System within the corporate limits of the Village of Hansen, and,

WHEREAS, the hereinafter designated speed limits have been found to be reasonable and safe prima facie speeds, on the respective urban portions of the State Highway System, within the corporate limits of the Village of Hansen; said urban portions of the State Highway System and prima facie speed limits being as follows:

Item No.	Highway No.	Street Name	Zone Limits	Prima Facie Speed Limits (M.P.H.)
1	US 30	None	West Village Limits (MP 207.80) to MP 208.15	35
2	US 30	None	MP 208.15 to East Village Limits (MP 208.40)	60-55

NOW THEREFORE, it is hereby determined and declared that the hereinabove designated prima facie speeds on the hereinabove described urban portions of the State Highway System within the corporate limits of the Village of Hansen shall henceforth be effective at all times during hours of daylight or darkness.

WHEREAS, by virtue of Section 49-512.2 traffic-control devices may be installed upon any portion of the State Highway System, including urban extensions thereof; and,

WHEREAS, an engineering and traffic investigation is the basis upon which warrants for such traffic-control devices are determined; and,

WHEREAS, an engineering and traffic investigation has been made relative to the installation of a traffic-control device at the hereinafter described urban location on the State Highway System within the corporate limits of the Village of Hansen; and,

WHEREAS, it has been determined that a traffic-control device of the type hereinafter described when operated in accordance with the procedures hereinafter set forth is important in facilitating traffic operations at the urban location within the corporate limits of the Village of Hansen as follows:

1. Intersection of Fourth Street and U.S. Highway No. 30, (Four-way Flasher).

NOW THEREFORE, it is hereby determined and declared that a traffic-control device of the hereinabove enumerated type may be placed and maintained at the hereinabove described location when operated in accordance with the provisions as hereinabove set forth.

Lease - Second Floor, White Hardware Building. The Board read and discussed the lease for additional space at 731 Main Street, specifically, the Second Floor of the White Hardware Building, which space was approved by the Board at the December meeting. The Chairman was authorized to sign said lease.

THEREUPON, the Board adjourned at 5:00 p.m. to reconvene at their next regular meeting March 27, 1956, 1:30 p.m., through March 30, 1956.



R. C. RICH, Chairman  
Board of Highway Directors

Done at Boise, Idaho  
March 29, 1956.



## MINUTES OF THE REGULAR MEETING OF THE IDAHO BOARD OF HIGHWAY DIRECTORS

March 27-30, 1956

The regular meeting of the Idaho Board of Highway Directors was convened at 603 Main Street, Boise, Idaho, at 1:30 p.m. on Tuesday, March 27, 1956.

## Present were:

David P. Jones, Director, District No. 1  
Roscoe C. Rich, Director, District No. 2  
Leonard K. Floan, Director, District No. 3  
Earle V. Miller, State Highway Engineer  
Wayne Summers, Secretary of the Board

The Directors met with the Governor in the State House to discuss administrative matters.

WEDNESDAY, March 28, 1956

The Board reconvened at 8:00 a.m., Wednesday, March 28, 1956, with all members of the Board, the State Highway Engineer, and the Secretary present.

Minutes. The minutes of the meeting held February 7-10, 1956, were read and approved.

Bids. The Board reviewed the results of the Bid Opening held March 12, 1956, and the following action was taken:

The bids considered were for Project ERF-23(1), consisting of Emergency repairs of a 120 foot concrete bridge over the little Salmon River on Highway U.S. 95 near the mouth of Hazard Creek in Adams and Idaho Counties. This is a Federal Aid Emergency Relief and State financed project. The State Highway Engineer had awarded the contract to Eagle Construction Company, Inc., of Boise, Idaho, the low bidder, on March 12, 1956, in the amount of \$5,315.00, the Engineer's Estimate being \$5,000.00.

The Board concurred in the action taken on the above project by the State Highway Engineer.

The Board reviewed the results of the Bid Opening held March 20, 1956, and the following action was taken:

The first bids considered were for Project S-3720(1), consisting of constructing 24.2' concrete bridge over the Golden Gate Canal on U.S. 95 in Canyon County. This is a Federal Aid Secondary and State financed project. The State Highway Engineer had awarded the contract to Eagle Construction Company, Inc., of Boise, Idaho, the

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low bidder, on March 21, 1956, in the amount of \$14,765.00, the Engineer's Estimate being \$18,380.00.

The Board concurred in the action taken on the above project.

The next bids considered were for Project F-5116(4) and Stockpile Project No. 160, consisting of constructing the base course and roadmix bituminous surface on 1.452 miles of U.S. 95 and 0.322 mile connection on the approaches to the Sandpoint Bridge, and furnishing crushed gravel in Stockpile No. 160 in Bonner County. These are Federal Aid Primary and State financed projects. The State Highway Engineer recommended that the only bid be rejected as it exceeded by more than ten percent the Engineer's Estimate, being as follows: Alt. 1 - \$124,729.50; Alt. 2 - \$124,729.50. The Board unanimously concurred in this recommendation, and the bid was rejected.

The Board reviewed the results of the Bid Opening held March 27, 1956, and the following action was taken:

The First bids considered were for Stockpile No. 132, consisting of furnishing crushed gravel and cover coat material in stockpiles adjacent to U.S. 95, 22 miles South of Marsing in Owyhee County. This is a State financed project. Quinn Bros. & Robbins, Inc., and Morrison-Knudsen Company had tied on a low bid of \$22,750.00. A letter was received by the Board from P. H. Prewitt of the Morrison-Knudsen Company to the effect that since the two low bidders were tied, the Morrison-Knudsen Company offered to withdraw its bid. Such action was accepted by the Board, and the State Highway Engineer was authorized to award the contract to Quinn Bros. & Robbins, Inc., of Boise, Idaho, the remaining low bidder, in the amount of \$22,750.00, the Engineer's Estimate being \$21,000.00. Award of this contract was made on March 30, 1956.

The last bids considered were for Stockpiles 131 and 133, consisting of furnishing crushed gravel and cover coat material in stockpiles near Gowen Field, Boise, and near Mountain Home in Ada and Elmore Counties. These are State financed projects. The State Highway Engineer recommended that the contract be awarded to Quinn Bros. & Robbins, Inc., of Boise, Idaho, on their low bid of \$46,390.00, the Engineer's Estimate being \$50,250.00. The Board adopted the recommendation of the State Highway Engineer and authorized him to award the contract to Quinn Bros. & Robbins, Inc., of Boise. Award of this contract was made on March 30, 1956.

Expense Vouchers. Expense Vouchers for the Board members were approved as follows: R. C. Rich for January and February - \$87.93; L. K. Floan for February - \$61.25; and D. P. Jones for February - \$53.40.

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Household Moving Costs. The Board authorized the State Highway Engineer to approve the costs of moving household goods as follows:

H. R. Statham, Coeur d'Alene to Boise, \$338.60  
Weldon H. Nielson, St. Anthony to Pocatello, \$130.00  
Roy W. Jump, Riverside to Shoshone, \$225.16  
O. L. Caskey, Mackay to Arco, Approximately \$92.50

Personnel Matters. The Board perused the personnel severance files of those not presented at the March meeting with particular attention to Dominic Garitone, H. R. Dickey, R. E. Trivett, and Jack Short. Engineer Miller was requested to have District Engineer Phelps write a letter regarding the case of R. E. Trivett that it may be further considered at the April meeting.

The file of Aaron Stevens was reviewed and the Board concurred in the action taken by the Department.

Winchester and Culdesac Hearings. The transcripts of the Winchester and Culdesac Hearings were read by the Board members.

The Board's findings and determination were that the proposed changes in the State Highway System in the vicinity of the Villages of Winchester and Culdesac will be of greater benefit to the State of Idaho than the economic loss and damage resulting to the Villages of Winchester and Culdesac from said proposed changes. The objectional features cited in the testimony of witnesses were ordered referred to the respective departments for their consideration during the final planning stages.

The abandonment of that 15.2 mile section of the present U.S. 95 from Clark Street in Winchester north to the connection near Culdesac of the proposed new highway was authorized in line with Board policy, regarding which representations were made by staff members of the Department and a member of the Board to the Lapwai and Evergreen Highway Districts to the effect that the above present section of U.S. 95 shall be maintained in the customary good state of repair and prevailing standards until such time as the new construction is completed and the above section is turned over to the local highway districts.

Georgetown and Montpelier Hearings. The secretary was authorized to set hearings in April at Georgetown and Montpelier regarding the relocation of U.S. 30N.

Lewis & Clark Highway Association. Director Floan presented a letter from the Lewis & Clark Highway Association regarding the present status of their activity and their indicated desire to meet with the Board at its April meeting.

Monthly Salaries and Wages Reports. Monthly salaries and wages expenditure reports by departments were requested to be presented at each subsequent meeting during this biennium that the Board might be advised as to the department's compliance with the Salaries and Wages revised budget requirements.

Lemhi County - Snow Plowing Agreement. The Snow Plowing agreement with Lemhi County Commissioners for snow removal on the Centerville Cemetery road was approved by the Board.

Old Maintenance Shed at Weippe. A letter was presented from Dan Morgan of Weippe, in which he indicated his desire to purchase the old maintenance shed at Weippe. The Secretary was requested to forward this letter on to the Land Department for their consideration along with any other offers the Land Board may have received for the purchase of this shed. This property had been declared surplus and authority to lease was given at the January Board meeting, this offer to lease being withdrawn at the February meeting in view of a possibility at that time to rent the shed.

Resolution - Idaho Society of Professional Engineers. A resolution from the Idaho Society of Professional Engineers comparing department engineers' salaries with the national average was read, and the Board members requested that it be filed for future reference.

Approaches to the Old Sandpoint Bridge. The Board approved the request of the Bonner County Commissioners that the right of way on the approach to the old bridge over Lake Pend Oreille be relinquished in the name of Bonner County for access to the general public. The Commissioners also requested that the bridge be completely removed when it is abandoned, as is planned by the Department.

The request of March 5 from the Sandpoint City Council for the relinquishment by the State of the land on the north end of the old Sandpoint Bridge to the City of Bonners Ferry for the purpose of building and installing a boat dock for the use of the general public was granted by the Board.

Street Lighting - Malad. The Board gave its approval for an agreement to be drawn up with the city of Malad to afford the street lighting on a company-owned basis. A settlement would be made with the city in the estimated amount of \$2599.85, which is the estimate for equipment costs, upon completion of the installation to compensate for the difference between a company-owned rate and customer-owned rate for the street lighting.

THEREUPON, the Board adjourned at 5:00 p.m. until Thursday, March 29, 1956.

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THURSDAY, March 29, 1956

The Board reconvened at 8:00 a.m., Thursday, March 29, 1956, with all members of the Board, the State Highway Engineer, and the Secretary present.

Department office Hours. The Board requested Engineer Miller and his staff to give a report at the April meeting after reviewing the working hours for personnel in the Field and District Offices as provided in Chapters 125 and 126, 1955 Idaho Session Laws, with a connotation that this should be accomplished not later than July 1, 1956. This request was occasioned by the dissimilarity of weekly working hours in the districts versus the Boise Headquarters.

Forest Highway Meeting. The following were present for a Forest Highway Meeting:

A. L. Anderson, Asst. Regional Forester, Ogden, Utah  
Howard R. Jones, Asst. Regional Forester, Missoula, Montana  
John R. Sargent, BPR, Portland  
Vern T. Cairns, BPR, Boise  
Cliff R. Salmen, BPR, District Engineer, Boise  
Frank Andrews, BPR, Portland Division Director  
Ed Jordan, BPR, Boise

A detailed report of the Forest Highway Meeting is on file with the Secretary of the Board.

Personnel Matters. The Board further discussed a number of personnel matters.

THEREUPON, the Board adjourned at 5:00 p.m. until Friday, March 30, 1956.

FRIDAY, March 30, 1956

The Board reconvened at 8:00 a.m., Friday, March 30, 1956, with all members of the Board, the State Highway Engineer and the Secretary present.

Olds Ferry Bridge Highway Association. A delegation from Weiser, composed of the following:

Steve H. Edwards  
T. C. Woods  
L. C. Bernard  
Orrin Wilson  
Bill Baker  
D. L. Carter  
Joe Spencer, Payette-Ontario

appeared before the Board with a petition of 1663 signatures recommending the continuation of U.S. 30N through Weiser from the

north side of the Snake River crossing by way of a new bridge at Olds Ferry and connecting with the present U.S. 30N south of the "slides". It was pointed out that this is advisable because of the hazardous winter travel on the present U.S. 30N on the Oregon side which at the "slides" stays frozen several months because of the north slope. This group was asked whether the Cambridge-Brownlee Road or the Olds Ferry Road should be considered of first importance. They placed the Olds Ferry Road first and the Brownlee later. The petition was not left with the Board nor were the names and count verified.

Mr. Rich cited the problem of building parallel roads that would be quite a factor when the Board considers this request.

Franklin County Commissioners. The Franklin County Commissioners

D. Ariel Nash  
William W. Poole  
Roy C. Andreasen

next appeared before the Board to suggest priority of the Dayton-Oxford and Niter South jobs. The Mink Creek Road was also discussed and the commissioners pointed out they would prefer that the highway improvement in the canyon remain on the west and present side of the river. Mr. Rich stated that the Board would go over this highway problem in May with an on-the-ground look as to which side of the river is advisable, and he recommended that a joint meeting of Preston and Soda Springs on highway problems would be in order, whereupon Commissioner Nash stated that the group would be invited to meet in Preston as the last such joint meeting was held at Soda Springs.

The Secretary was requested to contact both Franklin and Bear Lake Counties in the way of preparing for the joint meeting in May.

Bonnors Ferry Delegation. The next delegation appeared with the following present:

Myrl A. Felch, Village Board Chairman, Bonners Ferry  
Edward Middlemist, State Senator  
Bill Nieland, Good Roads Committee, Chamber of Commerce  
Jack C. Jones, Supt. of School District 101a, Boundary County

The purpose of the delegation from Bonners Ferry was to make known to the Board that the village and area are ready for the rail-road overpass at Bonners Ferry and the new construction project when the State is prepared to proceed. The Board and Location Engineer Sam Johnson reviewed the plans with the delegation as to sidewalks,

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parking areas, bridge approach elevations, and the village recommendation of a road from the bridge west on the south bank of the river for logging trucks only to avoid the inadequate 10-foot clearance of the railroad underpass west of town.

Payette-Weiser Chamber of Commerce Delegation. A Payette-Weiser Chamber of Commerce delegation appeared before the Board and presented a commuters' survey study showing that 152 Idaho residents regularly commute to employment at Huntington and 25 regular and 6 parttime Idaho residents commute to Lime, Oregon. The hazardous winter conditions on present U.S. 30N on the Oregon side at the slides were given among other reasons to justify ultimately the continuation of U.S. 30N on the Idaho side west of Weiser to a requested bridge crossing at Olds Ferry. When asked as to the priority of this road over the Brownlee-Cambridge Road improvement, the group placed the Brownlee-Cambridge Road as first in importance. The group indicated they were not opposed to the interstate system as laid out by the State of Oregon.

This group consisted of:

John Lloyd, Weiser  
Tom Chamberlin, President, Weiser Chamber of Commerce  
Robert Linville, Payette Chamber of Commerce  
Herman Evans, Payette Chamber of Commerce.

Washington County Commissioners. Washington County Commissioners

Frank Ingebretson  
William Hemenway  
James Cahill

and delegation met with the Board concerning the Brownlee-Cambridge Road improvement needs. Appearing with them was Mr. Gale of the Idaho Power Company who stated that this road would be used periodically for construction purposes during the next nine years in building the Brownlee, Oxbow, and Hells Canyon Dams. The County Commissioners complained that the construction traffic is now cutting the road and the county has no equipment to put the road back in shape. Mr. Rich mentioned that being a county road, it is a problem between the county and the construction company. Mr. Gale predicted the road would be used after the dam is built for a very large number of people for business and recreational purposes as the two lower dams will be at a constant level. He stated that the Cuprum-Homestead Road would not be used for dam construction purposes. He further stated that the Idaho Power Company would appraise its budget shortly as to planned highway construction needs during the next three years and the possibility of shifting "X" dollars of that part of their budget in the way of immediate help on the Brownlee-

Cambridge county road. Mr. Gale said that the heaviest construction traffic will not appear on this road until the Huntington-Robinette railroad right of way is flooded, which will be in the spring or fall of 1957, depending on the Snake River spring runoff.

Clark County Delegation. A group from Clark County appeared as follows:

A. A. Ellis  
Herb Sill, Dubois Chamber of Commerce  
B. H. Thomas, Clark County Clerk

They requested the improvement with an oil mat on the 13.9 miles of S.H. 22 west of Lidy Hot Springs. Mr. Rich assured them that the need would be discussed when the Board firms up the 1956 construction budget, which will be reviewed after the spring breakup stop-gap needs are determined.

Pocatello Delegation. A delegation from Pocatello, consisting of the following:

Will B. Webb, City Manager  
Wendell Wilson, City Engineer  
Ed Flandro, President, Planning Board  
Vern Johnson, City Commissioner  
Perry Nelson, Planning Board  
Sid Cate, Planning Board  
Bruce Markum, Chamber of Commerce

appeared regarding over-all street planning for Pocatello. The progress at Main and Arthur Streets was discussed. Ed Flandro offered to assist the right of way department in obtaining right of way parcels with which the Department is experiencing difficulty in closing.

One-way subways at Halliday and Benton were discussed, and although there is no immediate construction programming, Ed Flandro stated that an early consideration should be given to negotiations by the Department.

Veterans' Delegation. The next delegation was composed of

Darwin Lathrop, Department Employment Chairman for the American Legion  
Jamie Shintani, VFW Chairman  
Edgar Jansen, Commander, DAV

This group met with the Board regarding recommendations on employment practices in relation to veterans' preference. It was recommended that a point system be set up including hiring and



severance matters. Copies of this recommendation were placed on file in the office of the Board Secretary and in the Central Files of the Department. The Board requested the Personnel Department to work with this committee on the subject to gather information on accepted practices in other State Highway Departments and report their progress and recommendations at the April meeting.

Darwin Lathrop paid tribute to the fine cooperation accorded his committee on this subject by the Department and Mr. Miller during the past meetings.

Preston Delegation. The Preston delegation, composed of:

Reed Hogen, City Council  
Rulon Dunn, President, Chamber of Commerce  
Ben Johnson, City Council

and the Franklin County Commissioners next met with the Board to discuss the best approach to widening and surfacing of some of the city streets. It was pointed out that for the State to attempt to put through a job on the needs this late would jeopardize its completion before the fall-winter months. It was suggested that the city expedite the matter by contracting on their own for engineering, etc., wherein the State could put up its same share in like manner as if the job were let by the Department. The Board assured them they would look over the needs of the area on its May tour.

The group indicated that the time has come for the city to use the site of the State Highway Department sheds in Preston and that they have three locations from which to choose as a replacement, which is to be furnished by the city in equal valuation to the present site that will be relinquished to the city in exchange for a new site upon Department recommendation and Board approval. Maintenance Engineer McCrea was asked to review the sites and select one that would be suitable for the Department's maintenance needs and report his findings at the April meeting.

Condemnation Orders. The Board signed condemnation orders as follows:

The Board, having considered the report and recommendations, submitted on the above date, find that certain lands hereinafter described, sought to be acquired for right of way purposes in Connection with the reconstruction of U.S. Highway 30, Cole School-Meridian, are necessary for such use, and further, that it is determined that the Department of Highways and owners of said lands have been unable to agree on the purchase price, as a result of which said lands should be condemned as follows:

March 29, 1956

Parcel No. 53, Frederick K. Horn and Uranuia R. Horn, husband and wife, being sold under Contract to Hilda J. Pace, across portions of the SE $\frac{1}{4}$ SW $\frac{1}{4}$  and SW $\frac{1}{4}$ SW $\frac{1}{4}$  of Section 3, Township 3 North, Range 1 East, Boise Meridian.

Parcel No. 57, Monte Threlkel and Mabel G. Threlkel, husband and wife, across Lots 17C and 17D of Eagleson's Beatty Subdivision in the NE $\frac{1}{4}$ NW $\frac{1}{4}$  of Section 10, Township 3 North, Range 1 East, Boise Meridian.

Parcel No. 58 $\frac{1}{2}$ , Sam B. Armstrong and Irene Armstrong, husband and wife, subject to a mortgage to the First Federal Savings and Loan Association of Boise, across a portion of the NE $\frac{1}{4}$ NE $\frac{1}{4}$  of Section 11, Township 3 North, Range 1 East, Boise Meridian.

Parcel No. 61, Jesse J. Robertson and Genevieve Robertson, husband and wife, across Lots 32A and 32B of Eagleson's Beatty Subdivision in the NE $\frac{1}{4}$ NW $\frac{1}{4}$  of Section 10, Township 3 North, Range 1 East, Boise Meridian.

Parcel No. 78, Daisy L. Throckmorton (formerly Daisy L. Greer), subject to a mortgage to Elmer Sundell, across a portion of Lot 1 of First Subdivision of the Kepner Place in the SW $\frac{1}{4}$ SW $\frac{1}{4}$  of Section 2, Township 3 North, Range 1 East, Boise Meridian.

Parcels No. 91 and 91 $\frac{1}{2}$ , Walter Clark and Sylvia L. Clark, husband and wife, being sold under Contract to Edwin D. Jones and Imo L. Jones, Husband and wife, across the E $\frac{1}{2}$  of Lot 15 of Brookside Place in the NE $\frac{1}{4}$ NW $\frac{1}{4}$  of Section 11, Township 3 North, Range 1 East, Boise Meridian.

Parcel No. 102, Arthur M. Cusick and Cassie L. Cusick, husband and wife, across Lot 12 of Garverdale Subdivision Acreage Tracts in the SE $\frac{1}{4}$ SE $\frac{1}{4}$  of Section 2, Township 3 North, Range 1 East, Boise Meridian.

That the Legal Department shall file condemnation suits in the proper Court against the owners of said property, to determine the value thereof.

Dated this 30th day of March, 1956.

Traffic Regulations. The Board approved ordinances regulating speed limits in the Cities of Moscow and Orofino; and approved parking prohibitions on State Highway 44 and U.S. Highway 30, all as follows:

March 29, 1956

WHEREAS, by virtue of Section 49-524.2 and Section 49-524.3 Idaho Code the prima facie speed limit upon urban extensions of the State Highway System may be altered; and,

WHEREAS, an engineering and traffic investigation is the basis upon which such alterations are to be determined; and,

WHEREAS, an engineering and traffic investigation has been made on the hereinafter described urban portions of the State Highway System within the corporate limits of the City of Moscow; and,

WHEREAS, it has been found that certain revisions to the Minute Entry of the Board of Highway Directors dated April 22, 1954 are in order; and,

WHEREAS, the hereinafter designated speed limits have been found to be reasonable and safe prima facie speeds on the respective urban portions of the State Highway System within the corporate limits of the City of Moscow; said urban portions of the State Highway System and prima facie speed limits are as follows:

<u>Item No.</u>	<u>Highway No.</u>	<u>Street Name</u>	<u>Zone Limits</u>	<u>prima Facie Speed Limits (M.P.H.)</u>
1	US 95	Main	South City Limits to 800' Lauder Street	45
2	US 95	Main	800' South Lauder Street to Sweet Avenue	35
3	US 95	Main	Sweet Avenue to Troy Road	25
4	US 95 & SH 8	Main	Troy Road to Third Street	25
5	US 95	Main	Third Street to "E" Street	25
6	US 95	Main	"E" Street to North City Limits	35
7	SH 8	None	West City Limits to 1200' West of Line Street	45
8	SH 8	None	1200' West of Line Street to Third Street	35
9	SH 8	Third	Third Street to Main Street	25
10	SH 8	Troy Road	Main Street to South Adams Street	25
11	SH 8	Troy Road	South Adams Street to East City Limits	35

NOW THEREFORE, it is hereby ordered that the Minute Entry of the Board of Highway Directors dated April 22, 1954 is herewith rescinded. It is further determined and declared that the hereinabove designated prima facie speeds on the hereinabove described urban portions of the State Highway System within the corporate limits of the City of Moscow shall henceforth be effective at all times during hours of daylight or darkness.

March 29, 1956

WHEREAS, by virtue of Section 524.2 and Section 49-524.3 Idaho Code the prima facie speed limits upon urban extensions of the State Highway System may be altered; and,

WHEREAS, an engineering and traffic investigation is the basis upon which such alterations are to be determined; and,

WHEREAS, an engineering and traffic investigation has been made on the hereinafter described urban portions of the State Highway System within the corporate limits of the City of Orofino; and,

WHEREAS, it has been found that certain revisions to the Minute Entry of the Board of Highway Directors dated June 7, 1955 are in order; and,

WHEREAS, the hereinafter designated speed limits have been found to be reasonable and safe prima facie speeds on the respective urban portions of the State Highway System within the corporate limits of the City of Orofino; said urban portions of the State Highway System and prima facie speed limits being as follows:

Item No.	Highway No.	Street Name	Zone Limits	Prima Facie Speed Limits (M.P.H.)
1	SH 7	Riverside	North City Limits to 1000 ft. North of Cedar Street	45
2	SH 7	Riverside	End of 45 M.P.H. Zone to Michigan Avenue	25
3	SH 7	Michigan	Riverside Avenue to West City Limits	25

NOW THEREFORE, it is hereby ordered that the Minute Entry of the Board of Highway Directors dated June 7, 1955 is herewith rescinded. It is further determined and declared that the hereinabove designated prima facie speeds on the hereinabove described urban portions of the State Highway System within the corporate limits of the City of Orofino shall henceforth be effective at all times during the hours of daylight or darkness.

WHEREAS, by virtue of Section 49-556.4(d) Idaho Code, the Department of Highways may place signs prohibiting the parking of vehicles on any highway where such parking is dangerous to those using the highway or where the parking of vehicles would unduly interfere with the free movement of traffic thereon, and,

WHEREAS, upon the basis of an engineering and traffic investigation, it is deemed that the parking of vehicles between Milepost 52.00 and Milepost 52.30 on the North side of State Highway No. 44 and between Milepost 52.00 and Milepost 52.30 on the South side of State Highway 44 is dangerous to vehicles and persons using the highway and is interfering with the free movement of traffic,

March 29, 1956

NOW THEREFORE, it is hereby determined and declared that the parking of vehicles on the highway between Milepost 52.00 and Milepost 52.30 on the North side of State Highway No. 44 and between Milepost 52.00 and Milepost 52.30 on the South side of State Highway No. 44 shall henceforth be prohibited at all times during hours of daylight or darkness,

IT IS FURTHER ORDERED that the State Highway Engineer procure appropriate signs in conformance with Section 49-512.2 and cause the same to be erected on the appropriate sections at reasonable intervals to advise the traveling public of said parking prohibition.

WHEREAS, by virtue of Section 49-556.4(d) Idaho Code, the Department of Highways may place signs prohibiting the parking of vehicles on any highway where such parking is dangerous to those using the highway or where the parking of vehicles would unduly interfere with the free movement of traffic thereon, and,

WHEREAS, upon the basis of an engineering and traffic investigation, it is deemed that the parking of vehicles between Milepost 51.95 and Milepost 52.20 on the North side of U.S. Highway No. 30 and between Milepost 51.95 and Milepost 52.20 on the South side of U.S. Highway No. 30 is dangerous to vehicles and persons using the highway and is interfering with the free movement of traffic,

NOW THEREFORE, it is hereby determined and declared that the parking of vehicles on the highway between Milepost 51.95 and Milepost 52.20 on the North side of U.S. Highway No. 30 and between Milepost 51.95 and Milepost 52.20 on the South side of U.S. Highway No. 30 shall henceforth be prohibited at all times during hours of daylight and darkness,

IT IS FURTHER ORDERED that the State Highway Engineer procure appropriate signs in conformance with Section 49-512.2 and cause the same to be erected on the appropriate sections at reasonable intervals to advise the traveling public of said parking prohibition.

Rural Speed Limits in District Six. The Board approved and signed the following resolution regarding rural speed limits in District Six:

WHEREAS, by virtue of Section 49-524.2 Idaho Code, the Department of Highways may, upon the basis of an engineering and traffic investigation, determine and declare a reasonable and safe prima facie speed limit at any intersection or other place or upon any part of the State Highway System; and,

WHEREAS, upon the basis of an engineering and traffic investigation, it is deemed advisable that the prima facie speed limits on the hereinafter rural portions of the State Highway System be altered to the hereinafter described limits,

March 29, 1956

NOW THEREFORE, it is hereby determined and declared that the hereinafter designated prima facie speed limits, over and upon the hereinafter described rural portions of the State Highway System be and hereby are the reasonable and safe prima facie speed limits thereon and shall henceforth be effective at all times during hours of daylight or darkness:

<u>Item No.</u>	<u>Highway No.</u>	<u>From Milepost</u>	<u>To Milepost</u>	<u>Description</u>	<u>Prima Facie Speed Limits (M.P.H.)</u>
1	US 20	305.05	327.75	Bingham Co. Line to Jct. with US 91	60-55
2	SH 22	286.00	308.45	Howe to Jct. with SH 28	50
3	SH 22	308.45	311.30	East of Jct. with SH 28	50
4	SH 22	311.30	311.75	East of Jct. with SH 28	35
5	SH 22	311.75	322.60	To Winsper	50
6	SH 22	322.60	338.45	Winsper to Jct. with US 91	60-55
7	US 26	335.05	346.55	Jct. with US 20-191 to Ririe	60-55
8	US 26	346.55	347.30	Adjacent to Ririe	35
9	US 26	347.30	355.00	East of Ririe	60-55
10	US 26	355.00	358.30	East of Ririe	50
11	US 26	358.30	366.75	East of Ririe	60-55
12	US 26	366.75	374.00	To Swan Valley	50
13	US 26	374.00	378.20	Swan Valley Urban Extension	--
14	US 26	378.20	379.40	South of Swan Valley	60-55
15	US 26	379.40	379.45	To Irwin	35
16	US 26	379.45	380.15	Irwin Urban Extension	--
17	US 26	380.15	382.70	South of Irwin	60-55
18	US 26	382.70	390.65	South of Irwin	45
19	US 26	390.65	401.30	To Wyoming State Line	60-55
20	SH 28	154.00	166.10	Jct. with US 91 to Terreton	60-55
21	SH 28	166.10	166.80	Adjacent to Terreton	50
22	SH 28	166.80	167.90	Terreton to Mud Lake	50
23	SH 28	167.90	168.40	Through Mud Lake	35
24	SH 28	168.40	184.70	Mud Lake to Jct. with SH 22	60-55
25	SH 28	184.70	243.85	Jct. with SH 22 to Leadore	60-55
26	SH 28	243.85	244.30	Leadore Urban Extension	--
27	SH 28	244.30	263.15	Leadore to Lemhi	40
28	SH 28	263.15	263.30	Through Lemhi	25
29	SH 28	263.30	289.90	North of Lemhi	60-55
30	SH 28	289.90	290.25	To Salmon	35
31	SH 28	290.25	290.80	Salmon Urban Extension	--
32	SH 29	244.25	244.55	Leadore Urban Extension	--
33	SH 29	244.55	257.95	Leadore to Montana State Line	40
34	SH 31	0.00	0.70	Swan Valley Urban Extension	--
35	SH 31	0.70	7.35	North of Swan Valley	50

March 29, 1956

<u>Item No.</u>	<u>Highway No.</u>	<u>From Milepost</u>	<u>To Milepost</u>	<u>Description</u>	<u>Prima Facie Speed Limits (M.P.H.)</u>
36	SH 31	7.35	16.40	North of Swan Valley	40
37	SH 31	16.40	20.55	North of Swan Valley	50
38	SH 31	20.55	20.80	To Victor	35
39	SH 31	20.80	21.05	Victor Urban Extension	--
40	SH 32	0.00	3.10	Jct. with SH 33 to Felt	60-55
41	SH 32	3.10	3.50	Adjacent to Felt	60-55
42	SH 32	3.50	14.60	Felt to France	60-55
43	SH 32	14.60	18.90	France to Drummond	60-55
44	SH 32	18.90	19.00	Drummond Urban Extension	60-55
45	SH 32	19.00	28.40	Drummond to Jct. with US 20 and 191	60-55
46	SH 33	160.10	163.15	Jct. with US 20 & 191 to Teton	60-55
47	SH 33	163.15	164.15	Teton Urban Extension	--
48	SH 33	164.15	166.60	Teton to Newdale	60-55
49	SH 33	166.60	167.15	Newdale Urban Extension	--
50	SH 33	167.15	191.20	Newdale to Jct. with SH 32	60-55
51	SH 33	191.20	192.40	Jct. with SH 32 to Tetonia	60-55
52	SH 33	192.40	193.55	Tetonia Urban Extension	--
53	SH 33	193.55	200.55	Tetonia to Driggs	60-55
54	SH 33	200.55	201.80	Driggs Urban Extension	--
55	SH 33	201.80	209.30	South of Driggs	60-55
56	SH 33	209.30	209.35	To Victor	35
57	SH 33	209.35	209.80	Victor Urban Extension	--
58	SH 33	209.80	209.85	East of Victor	35
59	SH 33	209.85	215.25	To Wyoming State Line	50
60	SH 47	186.95	203.20	Jct. with US 20 & 191 to Wyoming State Line	50
61	SH 48	0.00	0.10	Roberts Urban Extension	--
62	SH 48	0.10	5.20	Roberts to Jct. with SH 49	60-55
63	SH 48	5.20	6.05	East of Jct. with SH 49	60-55
64	SH 48	6.05	6.15	To Menan	50
65	SH 48	6.15	6.50	Menan Urban Extension	--
66	SH 48	6.50	7.75	Menan to Lewisville	50
67	SH 48	7.75	8.50	lewisville Urban Extension	--
68	SH 48	8.50	13.70	East of Lewisville	60-55
69	SH 48	13.70	13.80	To Rigby	35
70	SH 48	13.80	14.40	Rigby Urban Extension	--
71	SH 48	14.40	14.50	East of Rigby	35
72	SH 48	14.50	23.80	To Jct. with US 26	60-55

<u>Item No.</u>	<u>Highway No.</u>	<u>From Milepost</u>	<u>To Milepost</u>	<u>Description</u>	<u>Prima Facie Speed Limits (M.P.H.)</u>
73	SH 49	0.00	0.35	Idaho Falls Urban Extension	--
74	SH 49	0.35	1.30	North of Idaho Falls	50
75	SH 49	1.30	6.80	To Coltman	60-55
76	SH 49	6.80	7.15	Through Coltman	35
77	SH 49	7.15	9.15	Coltman to Grant	60-55
78	SH 49	9.15	9.45	Through Grant	35
79	SH 49	9.45	12.85	Grant to Lewisville	60-55
80	SH 49	12.85	13.45	Lewisville Urban Extension	--
81	SH 49	13.45	14.85	Lewisville to Jct. with SH 48	60-55
82	SH 80	6.15	7.25	Menan Urban Extension	--
83	SH 80	7.25	9.65	Menan to Annis	50
84	SH 80	9.65	10.35	Adjacent to Annis	35
85	SH 80	10.35	12.80	East of Annis	50
86	SH 80	12.80	13.15	To Jct. with US 20 and 191	35
87	US 91, 191,26	120.65	125.80	North of Bonneville Co. Line	60-55
88	US 91, 191,26	125.80	126.10	To Idaho Falls	45
89	US 91 191,26	126.10	127.05	Idaho Falls Urban Extension	--
90	US 91,20	127.05	127.95	Idaho Falls Urban Extension	--
91	US 91,20	127.95	128.35	West of Idaho Falls	35
92	US 91,20	128.35	129.30	To Jct. of US 20 and 91	50
93	US 91	129.30	145.00	North of Jct. with US 20	60-55
94	US 91	145.00	145.10	To Roberts	35
95	US 91	145.10	145.55	Roberts Urban Extension	--
96	US 91	145.55	154.00	Roberts to Jct. with SH 28	60-55
97	US 91	154.00	160.65	Jct. with SH 28 to Hamer	60-55
98	US 91	160.65	161.00	Hamer Urban Extension	--
99	US 91	161.00	177.25	Hamer to Dubois	60-55
100	US 91	177.25	179.45	Dubois Urban Extension	--
101	US 91	179.45	193.40	Dubois to Spencer	60-55
102	US 91	193.40	197.65	Spencer Urban Extension	--
103	US 91	197.65	209.65	Spencer to Montana State Line	60-55
104	US 93	277.00	305.35	South of Salmon	60-55
105	US 93	305.35	306.90	Salmon Urban Extension	--
106	US 93	306.90	327.20	Salmon to North fork	60-55
107	US 93	327.20	327.55	Adjacent to North Fork	35
108	US 93	327.55	338.05	North Fork to Gibbonsville	60-55
109	US 93	338.05	352.05	Gibbonsville to Montana State Line	40



Item No.	Highway No.	From Milepost	To Milepost	Description	Prima Facie Speed Limits
					(M.P.H.)
110	US 191, 26,20	127.05	128.50	Idaho Falls Urban Extension	--
111	US 191, 26,20	128.50	128.70	North of Idaho Falls	35
112	US 191, 26,20	128.70	129.70	North of Idaho Falls	50
113	US 191, 26,20	129.70	132.05	To Junction with US 26	60-55
114	US 191,20	132.05	135.50	North of Jct. with US 26	60-55
115	US 191,20	135.50	135.60	To Ucon	35
116	US 191,20	135.60	136.10	Ucon Urban Extension	--
117	US 191,20	136.10	136.20	North of Ucon	35
118	US 191,20	136.20	141.50	North of Ucon	60-55
119	US 191,20	141.50	141.60	To Rigby	35
120	US 191,20	141.60	142.40	Rigby Urban Extension	--
121	US 191,20	142.40	142.60	North of Rigby	35
122	US 191,20	142.60	146.05	To Lorenzo	60-55
123	US 191,20	146.05	146.85	Through Lorenzo	45
124	US 191,20	146.85	148.80	Lorenzo to Thornton	60-55
125	US 191,20	148.80	149.20	Through Thornton	35
126	US 191,20	149.20	153.35	Thornton to Rexburg	60-55
127	US 191,20	153.35	155.65	Rexburg Urban Extension	--
128	US 191,20	155.65	158.45	Rexburg to Sugar City	60-55
129	US 191,20	158.45	159.60	Sugar City Urban Extension	--
130	US 191,20	159.60	160.10	Sugar City to Jct. with SH 33	60-55
131	US 191,20	160.10	165.70	Jct. with SH 33 to St. Anthony	60-55
132	US 191,20	165.70	166.90	St. Anthony Urban Extension	--
133	US 191,20	166.90	180.60	North of St. Anthony	60-55
134	US 191,20	180.60	180.75	To Ashton	35
135	US 191,20	180.75	181.70	Ashton Urban Extension	--
136	US 191,20	181.70	181.90	Ashton to Jct. with SH 32	50
137	US 191,20	181.90	182.05	North of Jct. with SH 32	50
138	US 191,20	182.05	182.40	To Marysville	60-55
139	US 191,20	182.40	183.00	Marysville Urban Extension	60-55
140	US 191,20	183.00	186.95	Marysville to Jct. with SH 47	60-55
141	US 191,20	186.95	188.00	North of Jct. with SH 47	60-55
142	US 191,20	188.00	189.45	To Warm River	50
143	US 191,20	189.45	189.90	Through Warm River	35
144	US 191,20	189.90	194.60	North of Warm River	50
145	US 191,20	194.60	216.05	To Ponds Lodge	60-55
146	US 191,20	216.05	216.45	Adjacent to Ponds Lodge	35
147	US 191,20	216.45	221.50	Ponds Lodge to Macks Inn	60-55
148	US 191,20	221.50	222.00	Adjacent to Macks Inn	35

March 29, 1956

Item No.	Highway No.	From Milepost	To Milepost	Description	Prima Facie Speed Limits (M.P.H.)
149	US 191,20	222.00	223.35	Macks Inn to Island Park	45
150	US 191,20	223.35	223.65	Adjacent to Island Park	35
151	US 191,20	223.65	231.25	North of Island Park	60-55
152	US 191,20	231.25	235.95	To Montana State Line	50

IT IS FURTHER ORDERED that the State Highway Engineer procure appropriate signs in conformance with Section 49-512.2 and cause the same to be erected on the appropriate sections, at reasonable intervals, to advise the traveling public of said prima facie speed limits.

Moscow and Elk River Delegation. This delegation was composed of:

Joe C. Parker  
 E. H. Andersen, Chairman, Roads Committee, Moscow Chamber of Commerce  
 Wayne Mayberry, Moscow Chamber of Commerce  
 J. Emory Hall, Elk River  
 Elmer E. Bardwell, Elk River

This group from Moscow presented a resolution from the Moscow and Latah Chambers of Commerce requesting a full and complete survey on the best grade location up the Little Potlatch River as a means of shortening and improving the present grade of U.S. 95. Engineer Miller requested Chief Location Engineer Johnson to make a reconnaissance of the ground and prepare a map for future study.

Messrs. Hall and Bardwell renewed their request of last fall concerning the Neva Hill grade relocation, which should be accomplished because of the hazardous winter travel over this bad and dangerous section of road. A new sawmill is contemplating going into Elk River and this will materially increase the population and traffic.

Location Engineer Sam Johnson had received word from the Milwaukee Railroad that they are no longer interested in a joint venture with the department with regard to their tunnel change and highway relocation, which is on the same location. Mr. Hall stated that this is a purely temporary measure and that the railroad engineer at Spokane indicated that he anticipated an order during the fall to proceed with the tunnel change. No commitment was made by the Board other than that consideration would be given to the request. Chief Location Engineer Johnson was instructed to again contact the Milwaukee Railroad and attempt to renew mutual efforts toward a joint venture on the Neva Hill relocation.

Farmers Fertilizer Company - Georgetown. Attorney O. R. Baum of Pocatello appeared before the Board regarding the railroad spur

anticipated highway crossing of U.S. 30N at Georgetown by the Farmers Fertilizer Company. Maintenance Engineer Norm McCrea agreed to submit a revised agreement dealing with the present U.S. 30N anticipated crossing with a stipulation covering the costs responsibility of the Department and the railroad, should a relocation of the highway necessitate another highway railroad crossing.

Tour of Southeastern Idaho. The dates of April 22-25 were set for a tour by the Board members of southeastern Idaho in the Pocatello-Preston-Burley-Arco areas.

THEREUPON, the Board adjourned at 5:00 p.m. to reconvene at their next regular meeting April 26-27, 1956.



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R. C. RICH, Chairman  
Board of Highway Directors

Done at Boise, Idaho  
April 26<sup>th</sup>, 1956.

## MINUTES OF THE REGULAR MEETING OF THE IDAHO BOARD OF HIGHWAY DIRECTORS

April 26-27, 1956

The regular meeting of the Idaho Board of Highway Directors convened at 603 Main Street, Boise, Idaho, at 8:00 a.m. on Thursday, April 26, 1956, following a tour of South Idaho from April 22 through April 25, 1956.

## Present were:

David P. Jones, Director, District No. 1  
Roscoe C. Rich, Director, District No. 2  
Leonard K. Floan, Director, District No. 3  
Earle V. Miller, State Highway Engineer  
Wayne Summers, Secretary of the Board

Meeting with Governor. The directors met with the Governor in the State House to discuss administrative matters.

Minutes. The minutes of the meeting held March 27-30, 1956, were read and approved.

Bids. The Board reviewed the results of the Bid Openings held April 3, 10, 13, 17, and 24, 1956, and the following action was taken:

STOCKPILE 113 - Consisting of furnishing crushed gravel and cover coat material in stockpiles near Osborn Springs and Henrys Lake Flat, adjacent to U.S. 191 in Fremont County - State financed. The one bid was rejected as it was over ten percent of the Engineer's Estimate being \$11,220.00. The project was readvertised for a May 15 bid opening.

STOCKPILES 114 and 115 - Consisting of furnishing crushed gravel and cover coat material in stockpiles near Driggs, Victor, and Swan Valley in Teton and Bonneville Counties - State financed. The one bid was rejected as it was over ten percent of the Engineer's Estimate, being \$18,500.00. The project was readvertised for a May 15 bid opening.

S-2814(1) - Consisting of constructing the roadway, a roadmix bituminous surface and a 25.2' concrete bridge on 3.712 miles of the Carey-Northwest Road from Carey northwest in Blaine County - Federal Aid Secondary and County financed. Contract was awarded to Western Construction Company of Pocatello, Idaho, the low bidder, on April 11, 1956, in the amount of \$86,439.75, the Engineer's Estimate being \$85,621.60.

F-3261(1) and STOCKPILE 136 - Consisting of constructing the roadway, a roadmix bituminous surface, a 120' concrete bridge and a crushed gravel stockpile on 1.218 miles of SH 52 in the vicinity of

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Squaw Creek, in Gem County - Federal Aid Primary and State financed. Contract was awarded to Quinn Brothers and Robbins, Inc. of Boise, Idaho, the low bidder, on April 11, 1956, in the amount of \$124,970.50, the Engineer's Estimate being \$119,484.10.

F-3112(3) and ST-3112(508) - Consisting of constructing a 20' concrete culvert over Monroe Creek and a 32 foot concrete bridge over Rush Creek on U.S. 95 and enclosing the pile bents on the Weiser River Bridge at Cambridge, Idaho, on U.S. 95 in Washington County - Federal Aid Primary and State financed. Contract was awarded to Vernon Brothers Company of Boise, Idaho, the low bidder, on April 11, 1956, in the amount of \$23,409.50, the Engineer's Estimate being \$24,400.00.

F-5116(4) and VARIOUS STOCKPILES AND MAINTENANCE PROJECTS IN DISTRICT NO. 5 - Consisting of constructing the base course and a roadmix bituminous surface on 1.452 miles of U.S. 95 and 0.322 mile connection on the approaches to the Sandpoint Bridge, and for furnishing crushed gravel, crushed rock and cover coat material in Stockpiles and constructing maintenance projects at various locations in Benewah, Kootenai, Bonner, Boundary, and Shoshone Counties - Federal Aid Primary and State financed.

Chairman Rich asked individual opinions as to the letting of this bid from Maintenance Engineer McCrea, State Engineer Miller, Assistant State Engineer Bryce Bennett, and U.S. Bureau of Public Roads District Engineer, Cliff Salmen, all of which recommended the letting of said bid. Mr. Rich said, "Would reject bids except for the fact that the job is of an emergency nature, such as requirements of meeting the navigation July 1 deadline on Lake Pend Oreille; and since the Bureau of Public Roads has concurred in the letting (See letter in Central File), and since stockpiles last year were curtailed resulting in the present short supply of crushed gravel." (See copy of bid and engineer's estimate in Board file.)

Contract was awarded to Carbon Brothers of Spokane, Washington, the low bidder, on April 27, 1956, in the amount of \$799,519.94, the Engineer's Estimate being \$751,428.25.

CLEANING AND PAINTING THE INTERIOR OF THE HEADQUARTERS OFFICE - Consisting of cleaning and painting the Headquarters office of the Idaho Department of Highways with the exception of the office of the State Highway Engineer, the Secretary of the Board of Highway Directors, the Right of Way Department, and the Assistant Attorney General. Contract was awarded to Ulmer and Jacobsen Company of Boise, Idaho, the low bidder, on April 27, 1956, in the amount of \$3,150.00, the Engineer's Estimate being \$2,600.00.

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STOCKPILE 135 - Consisting of furnishing crushed gravel and cover coat material in stockpiles in the vicinity of Wilder and Huston in Canyon County - State financed. Contract was awarded to A. D. Stanley of Boise, Idaho, the low bidder, on April 27, 1956, in the amount of \$22,000.00, the Engineer's Estimate being \$23,000.00.

S-1770(1) - Consisting of constructing the roadway, drainage structures and crushed gravel surfacing on 5.741 miles of Cedar Hollow Road in Caribou County - Federal Aid Secondary and County financed. The Board awarded the contract to Wangsgaard Construction Company of Logan, Utah, the low bidder, on April 27, 1956, in the amount of \$103,718.50, the Engineer's Estimate being \$100,659.75, subject to concurrence by the County and receipt of additional county funds.

F-6471(4) and STOCKPILES 118 and 159 - Consisting of constructing the roadway, a plant mix bituminous surface and extending a 25.7 foot bridge on 0.977 miles of U.S. 20 and 191 in Rexburg and for furnishing crushed gravel and cover coat material in stockpiles in Madison and Bonneville Counties - Federal Aid Primary and State financed. The one bid was rejected as it was over ten percent of the Engineer's Estimate, being \$145,751.00. The project was readvertised for a May 15 bid opening.

S-2809(2) - Consisting of constructing the roadway and a 236.9' concrete bridge on 12.981 miles of SH 68 from the Blaine County Line east to U.S. 93 in Blaine County - Federal Aid Secondary and State financed. Contract was awarded to Eagle Construction Company, Inc., of Boise, Idaho, the low bidder, on April 27, 1956, in the amount of \$744,650.20, the Engineer's Estimate being \$837,657.00.

Flood Emergencies. State Engineer Miller and Maintenance Engineer McCrea presented to the Board the status of anticipated flood areas. After a full discussion as to the activity of the Department as related to the flood situation, it was brought out that the Department is furnishing some equipment and personnel and has done so with the expectations of being reimbursed at cost. The Board then expressed their approval in view of the fact that the Governor declared an emergency and that Federal funds may be available for said reimbursement.

Expense Vouchers. Expense Voucher for D. P. Jones for March in the amount of \$42.80 was approved.

Household Moving Costs. The Board authorized the State Highway Engineer to approve the costs of moving household goods as follows:

George Lambirth, Boise to Banks, \$158.30  
C. B. Humphrey, Rigby to Lewiston, not to exceed \$375.00  
Clem Dailey, moving of house trailer from Coeur d'Alene to  
Boise, \$105.00.

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Personnel Promotions. State Highway Engineer Miller recommended for the approval of the Highway Board and the Board of Examiners the following personnel promotions through reclassification:

Dist.	Name	Present Position	Present Salary	Recommended Position	Recommended Salary
9	Frank Leonard	Locating Engr. Cl. I	\$480	Locating Engr. Cl. II	\$550
9	J. J. Peebles	Bridge Designer Cl. II	\$500	Bridge Designer Cl. III	\$550
9	Sherm Weisgerber	Bridge Designer Cl. II	\$500	Bridge Designer Cl. III	\$550
9	L. J. Ross	Asst. Traffic Engr.	\$500	Chief Design Engr.	\$566
1	R. B. Christensen	Resident Engr.	\$500	Sr. Resident Engr.	\$550
2	E. H. Gray	Resident Engr.	\$480	Sr. Resident Engr.	\$550
3	G. M. Mathison	Dist. Mtce. Engr.	\$520	Sr. Resident Egr.	\$550
4	C. B. Humphrey	Resident Engr.	\$480	Sr. Resident Engr.	\$550
	(Presently working in District 6; to be transferred.)				
6	B. E. Sessions	Resident Engr.	\$500	Sr. Resident Engr.	\$550

The above promotions and increases were approved by the Board.

The Board concurred with State Engineer Miller in the hiring of L. W. Monroe, Jr., as Sr. Right of Way Agent with salary of \$480 per month.

Drainage Problem at Dayton - Project S-1739(4). It was suggested that the matter be referred to the County Commissioners as it is a local problem and that they and the land owners on both sides of the highway affected solve the problem locally before letting the job.

Termination of R. E. Trivett. A full report regarding the termination of R. E. Trivett in District 4 was reviewed, and the Board concurred in the termination action taken by the Department.

40-Hour Week. State Engineer Miller stated that in some instances the same amount of work can be done in the 40-hour week by field personnel by staggering the work day as now prevails in the 44-hour week, due mainly to the travel time in a 4-hour Saturday shift.

This should not apply to engineering personnel whose hours must conform to the construction contractor's hours. Neither should it apply to periods of emergency, floods, and summer oiling work.

The Board accordingly authorized a basic 40-hour week, effective July 1, 1956.

Reorganization of Board. The Board voted unanimously to continue the present organization of its officers, electing officers for this year as follows:

Chairman -- Roscoe C. Rich of Burley  
Vice-Chairman -- Leonard K. Floan of Orofino

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Traffic Regulations. The Board approved ordinances regulating speed limits in the Village of Hayden as follows:

WHEREAS, by virtue of Section 49-524.2 and Section 49-524.3 Idaho Code the prima facie speed limit upon urban extensions of the State Highway System may be altered; and,

WHEREAS, an engineering and traffic investigation is the basis upon which such alterations are to be determined; and,

WHEREAS, an engineering and traffic investigation has been made on the hereinafter described urban portion of the State Highway System within the corporate limits of the Village of Hayden; and,

WHEREAS, the hereinafter designated speed limits have been found to be reasonable and safe prima facie speeds, on the respective urban portion of the State Highway System, within the corporate limits of the Village of Hayden; said urban portion of the State Highway System and prima facie speed limits being as follows:

Item No.	Highway No.	Street Name	Zone Limits	Prima Facie Speed Limits (M.P.H.)
1	US 95 & 10 A	South Village Limits (MP 454.25) to North Village Limits (MP 455.25)		35

NOW THEREFORE, it is hereby determined and declared that the hereinabove designated prima facie speeds on the hereinabove described urban portions of the State Highway System within the corporate limits of the Village of Hayden shall henceforth be effective at all times during hours of daylight or darkness.

Condemnation Orders. The Board signed condemnation orders as follows:

The Board, having considered the report and recommendations, submitted on the above date, find that certain lands hereinafter described, sought to be acquired for right of way purposes in connection with the reconstruction of U.S. Highway 10, on the Cedar Canyon Tunnel Section, are necessary for such use, and further, that it is determined that the Department of Highways and owners of said lands have been unable to agree on the purchase price, as a result of which said lands should be condemned as follows:

Parcel No. 4, Lester H. Pattee and Betty Pattee, his wife, subject to a mortgage to the Weber Bank of Kellogg, Idaho, across the S $\frac{1}{2}$ SW $\frac{1}{4}$  of Section 16, Township 49 North, Range 1 West, Boise Meridian.

Parcel No. 5, Dale Gosney and Ailene Gosney, his wife, subject to a mortgage to the Weber Bank of Kellogg, Idaho, across a portion of the NE $\frac{1}{4}$ NW $\frac{1}{4}$  of Section 21, Township 49 North, Range 1 West, Boise Meridian.

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That the Legal Department shall file condemnation suits in the proper court against the owners of said property, to determine the value thereof.

The Board, having considered the report and recommendations, submitted on the above date, find that certain land hereinafter described, sought to be acquired for right of way purposes in connection with the reconstruction of State Highway 16 between Star Junction and the Gem County Line, is necessary for such use, and further, that it is determined that the Department of Highways and owners of said land have been unable to agree on the purchase price, as a result of which said land should be condemned as follows:

Parcel No. 12, Sheldon H. Pierce and Myrtle M. Pierce, his wife, across the NW $\frac{1}{4}$ SE $\frac{1}{4}$  and the S $\frac{1}{2}$ SW $\frac{1}{4}$ NE $\frac{1}{4}$  of Section 33, Township 5 North, Range 1 West, Boise Meridian.

That the Legal Department shall file a condemnation suit in the proper court against the owners of said property, to determine the value thereof.

The Board, having considered the report and recommendations, submitted on the above date, find that certain lands hereinafter described sought to be acquired for right of way purposes in connection with the reconstruction U.S. 30, Cole School-Meridian, are necessary for such use, and further, that it is determined that the Department of Highways and owners of said lands have been unable to agree on the purchase price, as a result of which said lands should be condemned as follows:

Parcel No. 92, N.E. Barker and W. J. McAvoy and their wives across portions of Lots 1 and 2 of Brookside Place in the NE $\frac{1}{4}$ NW $\frac{1}{4}$  of Section 11, Township 3 North, Range 1 East, Boise Meridian.

Parcel No. 52, Cloverdale Park, Inc., A. H. Sealey, L. E. Stanley, George Mumford, and Chris Backer, Mortgagees, across a portion of Lots 1 and 16, Eagleson's Beatty Subdivision, lying in the NW $\frac{1}{4}$ NW $\frac{1}{4}$  of Section 10, Township 3 North, Range 1 East, Boise Meridian.

Parcel No. 118, George S. Spiropolos, a single man, across a portion of the NE $\frac{1}{4}$ NW $\frac{1}{4}$  of Section 2, Township 3 North, Range 1 East, Boise Meridian.

That the Legal Department shall file condemnations suits in the proper court against the owners of said property, to determine the value thereof.

The Board, having considered the report and recommendations submitted on the above date, find that certain lands hereinafter described, sought to be acquired for right of way purposes in connection with the reconstruction of a section of State Highway 34 between Cleveland Bridge and Niter, is necessary for such use, and further, that it is determined that the department of Highways and owners of said land have been unable to agree on the purchase price, as a result of which said land should be condemned as follows:

Parcel No. 21, Harold L. Bassett et ux., across portions of the SE $\frac{1}{4}$ NE $\frac{1}{4}$ ; the NE $\frac{1}{4}$ NE $\frac{1}{4}$  of Section 24 and the SE $\frac{1}{4}$ SE $\frac{1}{4}$  and the NE $\frac{1}{4}$ SE $\frac{1}{4}$  of Section 13 both in Township 11 South, Range 40 East, Boise Meridian, mortgage to the Federal Land Bank of Spokane.

That the Legal Department shall file a condemnation suit in the proper court against the owners of said property, to determine the value thereof.

THEREUPON, the Board adjourned at 5:00 p.m. until Friday, April 27, 1956.

FRIDAY, April 27, 1956

The Board reconvened at 8:00 a.m., Friday, April 27, 1956, with all members of the Board, the State Highway Engineer, and the Secretary present.

Georgetown Hearing Transcript. The transcript of the Georgetown hearing was read, and it was the decision of the Board to withdraw the proposal to relocate and reconstruct the portion of the State Highway System, to-wit; U.S. 30N in the vicinity of Georgetown as heretofore transmitted to the governing body of the said village of Georgetown. The Department was requested to make a survey of the present alignment of U.S. 30N through the Village of Georgetown with a view to reconstructing that section on the present alignment.

Montpelier Hearing Transcript. The transcript of the Montpelier hearing was read. The Board's findings and determination were that the proposed changes in the State Highway System in the vicinity of the City of Montpelier will be of greater benefit to the State of Idaho than the economic loss and damage resulting to the City of Montpelier from said proposed changes. The objectional features cited in the testimony of witnesses were ordered referred to the State Engineer for consideration during the final planning stages.

Moscow -- Bovill-Deary Road. Mr. Ernest Hall called on the Board regarding the status of the Bovill-Deary Road improvements. He was assured by the Board that, funds permitting, a review of the

maintenance programming in that area would be undertaken by Maintenance Engineer McCrea as to the possibility of locating a State maintenance man at Elk River. Also, Mr. Hall was assured of the Board's consideration of this road in future programming.

Emmett Delegation. A delegation from Emmett consisting of:

Howard Eaton, Mayor of Emmett  
Frank Goodwin, State Senator  
Dave Little, Sheep man  
John Martin

called on the Board relative to the development of a road from Indian Valley to Emmett on that section on which Idaho Power Company is building a power transmission line from Brownlee to Cambridge, thereby taking advantage of the service road improvement being made by the Power Company. No commitment was made as that road is not on the State Highway System.

Senator Goodwin inquired about the status of Highway 16 from the junction of State Highway 44 to the Gem County Line and was assured that this project was being expedited by the Department.

Montpelier - Street Improvement. Mayor Wesley R. Baker of Montpelier appeared before the Board regarding the paving improvement of four blocks of Washington Street from the railroad to 8th Street in Montpelier. It was pointed out that the city should proceed with the work so that plant mix may be available when the paving of the nearby St. Charles job is under way this summer.

Wolfe Property - Glenns Ferry. Mayor Carrie of Mountain Home appeared before the Board with:

K. Starkey, President, Glenns Ferry City Council  
Bob Smith, Glenns Ferry Chamber of Commerce

Mayor Carrie was concerned about the controlled access rights of the Wolfe property on the Glenns Ferry bypass and was interested in the State enforcing the farm entrance controlled access agreement of this property. Council President Starkey said that since Wolfe's property was out of the city limits of Glenns Ferry, they wish to take no position pro or con on the matter. Chairman Rich assured the delegation that the State would attempt to maintain the controlled access status of this property and see that the court's decree of a "farm" entrance is lived up to by Wolfe.

Glenns Ferry Streets. Council President Starkey and Mr. Bob Smith of Glenns Ferry urged the street surfacing of the business route through Glenns Ferry and were assured by Engineer Miller that the Department will get the survey under way. It was also pointed out the construction is not under program as yet.

Boise Delegation - Speed Limits. Mayor Edlefsen with the Boise City Attorney Stan Skyles met with the Board at its request regarding the resolving of the setting of urban speed limits on State Highways through Boise. After a lengthy discussion, it was agreed that Traffic Engineer Mathes' suggested speeds on U.S. 20 and 30 through Boise would prevail and urban speeds on State Highways 21 and 44 prevail as per the city's thinking. Attorneys Shepard and Skyles were requested to draw up the proper papers for Board and City Council action.

Lewis-Clark Highway Delegation. The Following appeared regarding the Lewis and Clark Highway:

Steve Roberts, Grangeville  
 Frank Gaffney, Orofino  
 Harry Hughes, Lewiston  
 Webster Weld, Kooskia  
 James Hoogland, Jr., Kamiah  
 Harold Haverwas, Kamiah  
 Claude Trenary, Kooskia  
 S. A. Spengler, Lewiston  
 E. V. Lorenz, Lewiston  
 D. D. Church, Lewiston  
 Dexter Barnett, Legislative Appointee, Orofino

Mr. Barnett urged that an all-out effort be made to cut through the 26 miles on the Lewis and Clark Highway to tap the merchantable dying timber that at present is going into Montana for processing. It was reported by the Board that the Forest Highway funds would be the only additional means over and above contracts now under way on this road and that no excess monies have been allocated but that a 10% increase in the Federal allocation to the State is anticipated in the present Congressional Highway Bill.

Frank Gaffney requested a definite annual expenditure commitment from the Board for this highway, and Chairman Rich assured the group the Department's policy of a yearly contract was anticipated in the future as has prevailed during the past four years as available monies permit.

The Group asked that State Engineer Miller review the feasibility report on the proposed toll road development of the Lewis and Clark Highway so that his impressions may be available to the Lewis and Clark Turnpike Association. The group stated they would forward to Mr. Miller such information as has been developed regarding the feasibility of this highway as a toll road.

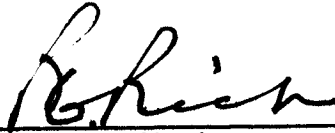
Steve Roberts of Grangeville requested street improvements in Grangeville, and he was told that Urban Engineer Hughes will call on them to check as to the preliminary water main and sewage improvements necessary before the improvement is undertaken.

Camas County Delegation. The following delegation appeared before the Board:

Max Hanson, Senator, Fairfield  
Milo Baker, Commissioner  
S. E. Frostenson, Commissioner  
Earl Wilson, Commissioner  
Al Lawson, Sheriff  
Fred Walton, State Representative

Senator Hanson requested that the Department cause a survey to be made between Fairfield and Mountain Home as a means of bringing that highway to an all-weather road standard. The Board assured the group that considering improvements that have been made on the Mountain Home end of this road during the past year, the first thing that should be done in that area is to reconstruct the present inadequate based roads before additional new road requests could be considered. It was pointed out to the delegation that the road from Corral to Five Mile Corner falls in that category, and the Department intends to reconstruct that road as soon as possible.

THEREUPON, the Board adjourned at 5:00 p.m. to reconvene at their next regular meeting May 24, 25, 1956.



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R. C. RICH, Chairman  
Board of Highway Directors

Done at Boise, Idaho  
May 25th, 1956.

April 27, 1956

## MINUTES OF THE REGULAR MEETING OF THE IDAHO BOARD OF HIGHWAY DIRECTORS

May 24 - 25, 1956

The regular meeting of the Idaho Board of Highway Directors convened at 603 Main Street, Boise, Idaho, at 8:00 a.m. on Thursday, May 24, 1956, following a tour of South Idaho from May 20, through May 23, 1956.

## Present were:

David P. Jones, Director, District No. 1  
Roscoe C. Rich, Director, District No. 2  
Leonard K. Floan, Director, District No. 3  
Earle V. Miller, State Highway Engineer  
Wayne Summers, Secretary of the Board

Minutes. The minutes of the meeting held April 26-27, 1956, were read and approved.

Bids. The Board reviewed the results of the Bid Openings held May 1, 8, 15, and 22, 1956, and the following action was taken:

F-4113(3) - Consisting of constructing the roadway and a bituminous surface treatment on 4.340 miles of U.S. 95 from Grangeville North in Idaho County - Federal Aid Primary and State financed. Contract was awarded to James Crick & Sons of Spokane, Washington, the low bidder, on May 4, 1956, in the amount of \$592,715.50, the Engineer's Estimate being \$577,728.50.

F-3022(5) - Consisting of constructing the roadway and a Class B Roadmix bituminous surface on truck lanes west of Bennett Creek and East of King Hill and a 23.6' concrete bridge and approaches over Bennett Creek, on 7.063 miles of U.S. 30 in Elmore County - Federal Aid Primary and State financed. Contract was awarded to Aslett Construction Company of Twin Falls, Idaho, on May 4, 1956, in the amount of \$204,576.80, the Engineer's Estimate being \$248,494.00.

F-3021(5) and STOCKPILE 153 - Consisting of constructing the roadway, a plantmix bituminous surface and a 43.5' concrete bridge on 6.538 miles of U.S. 20 and U.S. 26 from Joplin Cemetery West and for furnishing crushed gravel in Stockpiles in Ada County - Federal Aid Primary and State financed. Contract was awarded to Morrison-Knudsen Company, Inc., of Boise, Idaho, on May 4, 1956, in the amount of \$392,729.65, the Engineer's Estimate being \$503,775.65.

ST-4113(508), ST-M-4211(505) and STOCKPILE 137 - Consisting of constructing a roadmix bituminous surface and seal coat on 5.0 miles of U.S. 95 from Whitebird Hill to Grangeville in Idaho County; the seal coating of 25.8 miles of State Highway 13, from Grangeville

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to Kooskia, and crushed rock in stockpiles at Grangeville in Idaho County - State financed. The one bid was rejected as it was over ten percent of the Engineer's Estimate, being \$120,000.00. This being the second rejection on this contract, the Department plans on doing the work by force account. The Board concurred in this action.

HAA-6(1), HAA-6(2) and ST-M-1381(504) - Consisting of seal coating 18.545 miles of U.S. 20 from the Bingham County Line-East, 19.295 miles from Midway Jct.-East and on 6.747 miles from Big Lost River to Midway Jct. in Bonneville, Bingham and Butte Counties - AEC and State financed. Contract was awarded to Twin Falls Construction Company of Twin Falls, Idaho, the low bidder, on May 9, 1956, in the amount of \$89,230.00, the Engineer's Estimate being \$90,536.00.

MAINTENANCE BUILDING FOR THE STATE DEPARTMENT OF HIGHWAYS - Furnishing all materials and perform all work required for the construction of a Maintenance building for the State Department of Highways to be built at Council - State financed. Contract was awarded to R. E. Rice Construction Company of Boise, Idaho, the low bidder, on May 10, 1956, in the amount of \$22,160.00, the Engineer's Estimate being \$21,346.00.

ST-6422(501) - Consisting of resurfacing 2.984 miles and seal coating 4.169 miles of U.S. 20 from Reeds Corner-Westerly in Bonneville County - State financed. Contract was awarded to Holmes Construction Company of Heyburn, Idaho, the low bidder, on May 9, 1956, in the amount of \$59,722.40, the Engineer's Estimate being \$62,552.50.

STOCKPILE 113 - Consisting of furnishing crushed gravel and cover coat material in Stockpiles near Osborn Springs and Henrys Lake Flat, adjacent to U.S. 191 in Fremont County - State financed. Contract was awarded to Barnhart & Wheeler Contractors, Inc., of Pocatello, Idaho, the low bidder, on May 17, 1956, in the amount of \$12,284.00, the Engineer's Estimate being \$12,000.00.

STOCKPILES 114 and 115 - Consisting of furnishing crushed gravel and cover coat material in stockpiles near Driggs, Victor, and Swan Valley in Teton and Bonneville Counties - State financed. Contract was awarded to Barnhart and Wheeler Contractors, Inc., of Pocatello, Idaho, the low bidder, on May 17, 1956, in the amount of \$22,550.00, the Engineer's Estimate being \$22,200.00.

F-6471(4) and STOCKPILES 118 and 159 - Consisting of constructing the roadway, a plant mix bituminous surface and extending a 25.7 foot bridge on 0.977 miles of U.S. 20 and 191 in Rexburg, and furnishing crushed gravel and cover coat material in Stockpiles in Madison and Bonneville Counties - Federal Aid Primary and State financed. Contract was awarded to Carl E. Nelson Construction Co.,

Inc., the low bidder, on May 17, 1956, in the amount of \$170,420.60, the Engineer's Estimate being \$186,990.90.

F-1381(8) and STOCKPILE 119 - Consisting of constructing the roadway and a bituminous surface treatment of 5.313 miles of U.S. 20 and 26 from Arco East and crushed gravel in stockpiles in Butte County - Federal Aid Primary and State financed. Contract was awarded to Duffy Reed Construction Company of Twin Falls, Idaho, the low bidder, on May 25, 1956, in the amount of \$253,843.75, the Engineer's Estimate being \$294,437.75.

Expense Vouchers. Expense Vouchers were approved as follows:  
R. C. Ech, March and April, \$144.21; D. P. Jones, April, \$67.40;  
L. K. Floan, March and April, \$372.65.

Household Moving Costs. The Board authorized the State Highway Engineer to approve the costs of moving household goods as follows:

Dean Tisdale, - Boise to Shoshone - Approximate amount of \$180.00.

H. L. Duffin- Farming on Right of Way. The request of H. L. Duffin to Farm a parcel of the State Highway right of way east of Rupert was presented for consideration. The matter was referred to the Traffic and Maintenance Departments with a request that survey be made as to the extent of jeopardy said farming would subject the vehicular traffic to - such as restricted visibility from dust. The secretary was requested to advise Mr. Duffin of the survey request and notify him that he would hear from the Department regarding its findings on the matter.

Salary Increase Requests. Increases in 1956 salaries and wages were presented by Assistant State Highway Engineer G. Bryce Bennett. Mr. Bennett stated "This request is figured to approximately put the Department salaries and wages position within a plus or minus position at the end of the year of approximately \$20,000 of the X-dollar salaries budget for the 1956 calendar year - \$4,751,961." The Board concurred in this realistic approach to the Department's current needs and position and approved the request of \$101,815 being added to the current salaries and wages budget.

Oxford-Dayton Job. The Board asked the Department to proceed with the Oxford-Dayton job and to place it under contract as soon as possible in that both the Franklin County Commissioners and the Board concurred in permitting the spring runoff waters to cross directly the highway by culvert where the natural stream flow indicates.

Lawyers Canyon. The improvement program recommended by District Engineer Parsons on the Lawyers Canyon Park was approved by the Board in the amount of \$3,250 in a stage improvement program.



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Pocatello Resolution. A resolution from the Pocatello Planning Board regarding the interstate by-pass was read into the record as follows:

"That the State Highway Department, at their earliest convenience, do such necessary engineering and surveying as will be necessary to determine the location of said roadway hereinbefore referred to, and further that after location of said highway is determined at the present time or in the near future, the property along and upon said roadway can probably be acquired at a lesser figure than at sometime in the future. It is also urged by this Resolution that the State Highway Department consider a location near the location of the old stock trail east of the City of Pocatello, it being the feeling of the City Commission and the Planning Commission that this is an ideal location for said proposed road.

"IT IS, THEREFORE, MOST RESPECTFULLY URGED by the undersigned that said Highway Department proceed as rapidly as is convenient and possible to determine the location of said roadway to be built sometime in the future."

Owyhee County Road. Letters from Owyhee County Commissioner H. E. Nettleton and Planning Commissioner Dale A. Dobbin, together with cover letter from Governor Smylie dated May 8, 1956, were presented relating to the State's taking over the maintenance of the County Secondary Road from Bruneau to Murphy by placing it on the State Highway System. Consideration was withheld pending receipt of such a request from the County Commissioners of Owyhee County.

Maintenance Agreement - Blaine County. Cancellation of the Maintenance Agreement with Blaine County, dated June 30, 1951, regarding the Base Line Road and the Picabo-Ticuara Road, was approved by the Board.

Information regarding Bid Lettings. Upon request of the Board, Engineer Miller stated he would have Engineering Officer James Reid prepare a list for each Board meeting of anticipated bid lettings for the ensuing month. Engineer Miller listed the following fourteen projects, which it was hoped would be advertised before the June Board meeting although no guarantee was given because of numerous uncertainties:

- |                              |  |
|------------------------------|--|
| 1. Dayton-Oxford             | 8. Rd Valley-Cascade, Seal               |
| 2. Niter South               | 9. Uniontown-Thorn Creek, Latah Co.      |
| 3. Jerome West               | 10. Karcher Lane-Huston, Sealing         |
| 4. Eden-Greenwood School     | 11. Ahsahka-Kendrick, Mtce.              |
| 5. Elmore Line-Bliss         | 12. Mt. Home-Cleft, Seal; -Airbase, Seal |
| 6. Murphy-Rabbitt Creek      | 13. Niter-Grace, Seal                    |
| 7. Hornet Creek Rd.(Council) | 14. Soda Springs East, Seal              |

May 24, 1956

Street Improvements. The Board requested that street improvements in the following cities be made ready to go with completed municipal plans as well as Department plans to be included in the 1957 Construction Budget:

Burley  
Montpelier

Preston  
Rupert

Railroad Crossing - Burley. Upon presentation by Traffic Engineer Mathes of the railroad crossing signals in the Burley area, the Board recommended that warrants be drawn up for the crossing west of town and recommended deferred action on the Y-Dell crossing, pending the resolving of the Airport CAA plane gliding clearance at this crossing.

Travel Authorization. The Board authorized the attendance of the Secretary at the Council of State Governments Meeting at San Francisco June 8-9, 1956; and the attendance of Bridge Engineer Albrethsen at the AASHO Bridge Committee Meeting at Salt Lake City, June 18-19, 1956.

Employment beyond Retirement Age. The Board approved requests to continue the employment beyond July 1, 1956, of the following personnel who have reached retirement age:

Guy Wood, Janitor, extended to June 30, 1957.

Walter H. Hall, Designer, Class II, Pocatello, to December 31, 1956

A. H. Hoult, District Maintenance Supervisor, Pocatello, to December 31, 1956.

H. R. Rawlins, Mechanic, Pocatello, to June 30, 1957.

Roy E. Kuttler, Carpenter, Pocatello, until replacement is available, and prior to June 30, 1957.

Bert Empey, Janitor, Pocatello, to June 30, 1957.

C. A. Kelly, District Engineer, Pocatello, to June 30, 1957.

Oliver Johnson, Janitor, Lewiston, June 30, 1957.

Tom Harnmer, District Clerk, Lewiston, to December 31, 1956.

Harry J. Burke, Resident Engineer, Coeur d'Alene, to June 30, 1957.

H. B. Sternberg, District Engineer, Rigby, June 30, 1957.

Wassil Ostrogorsky, Draftsman, Class II, Boise, to June 30, 1957.

Abe Ashline, Radio Man, Boise, to June 30, 1957.

H. E. Turner, Draftsman, Class IV, Boise, to June 30, 1957.

H. C. Dumbolton, Statistician, Class III, Boise, to June 30, 1957.

E. H. Brunner, Right of Way Engineer, Boise, to June 30, 1957.

William P. Hughes, Urban Engineer, Boise, to June 30, 1957.

P. E. Okley, Construction Engineer, Boise, to June 30, 1957.

G. H. Peterson, Appraiser, June 30, 1957.

Robert Wehr, Right of Way Agent, Boise, to December 31, 1956.

H. H. Thompson, Right of Way Agent, to June 30, 1957.

A. J. Christenson, Right of Way Agent, Pocatello, to June 30, 1957. (Adjust his salary to correspond to that salary paid right of way job classifications.)

THEREUPON, the Board adjourned at 5:00 p.m. until Friday, May 25, 1956.

FRIDAY, May 25, 1956.

The Board reconvened at 8:00 a.m., Friday, May 25, 1956, with all members of the Board, the State Highway Engineer, and the Secretary present.

Condemnation orders. The Board signed condemnation orders as follows:

The Board, having considered the report and recommendations, submitted on the above date, find that certain land hereinafter described, sought to be acquired for right of way purposes in connection with the reconstruction of State Highway 16 between Star Junction and the Gem County Line, is necessary for such use, and further, that it is determined that the Department of Highways and owners of said land have been unable to agree on the purchase price, as a result of which said land should be condemned as follows:

May 25, 1956

Parcel No. 13, Guy Farnsworth and Iola Farnsworth, his wife, record owners; Demour John and June C. John, his wife, as Contract purchasers, also Neil Witting and Marjorie Witting, his wife, who have purchased the Farnsworths' interest in the Sales Contract, and two Crop Chattel Mortgages, DeMour John and June C. John to the United States of America acting through the Farmers Home Administration. The land lies over and across the  $N\frac{1}{2}SW\frac{1}{2}NE\frac{1}{2}$  and the  $NW\frac{1}{2}NE\frac{1}{2}$  of Section 33, Township 5 North, Range 1 West, Boise Meridian.

The Legal Department shall file a condemnation suit in the proper court against the owners of said property, to determine the value thereof.

The Board, having considered the report and recommendations, submitted on the above date, find that certain land hereinafter described, sought to be acquired for right of way purposes in connection with the reconstruction of State Highway 16 between Star Junction and the Gem County Line, is necessary for such use, and further, that it is determined that the Department of Highways and owners of said land have been unable to agree on the purchase price due to an involved title being in different chains of title, involving persons not known to each other and unprobated estates, as a result of which said land should be condemned as follows:

Parcel No. 18, George E. Kellogg and Dorothy L. Kellogg, also C. T. Barringer and W. R. Teller, both of whom we have been advised are deceased. Grace A. Barringer and John M. Barringer are the sole heirs of C. T. Barringer, Margaret Louise Fuller, William Romer Teller, Jr., and Jane T. Teller Brown are the sole heirs of W. R. Teller. The land is located in the  $W\frac{1}{2}NE\frac{1}{2}$  of Section 21, Township 5 North, Range 1 West, Boise Meridian.

That the Legal Department shall file a condemnation suit in the proper court against the owners of said property, to determine the value thereof.

The Board, having considered the report and recommendations, submitted on the above date, find that certain land hereinafter described, sought to be acquired for right of way purposes in connection with the reconstruction of U.S. Highway 30 North on Main and Arthur Streets in Pocatello, is necessary for such use, and further, that it is determined that the Department of Highways and owners of said land have been unable to agree on the purchase price, as a result of which said land should be condemned as follows:

Parcel No. 13, J. Robb Brady Trust Company, Corporation, and S. E. Brady and Vera M. Brady, his wife, across the  $SE\frac{1}{2}SW\frac{1}{2}$  of Section 22 and the  $NE\frac{1}{2}NW\frac{1}{2}$  of Section 27, Township 6 South, Range 34 East, Boise Meridian.

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That the Legal Department shall file a condemnation suit in the proper court against the owners of said property, to determine the value thereof.

Warranty Deed. The Board executed a Warranty Deed from the State to Lester H. Pattee and Betty Pattee, husband and wife, covering a tract of land in a portion of the SW $\frac{1}{2}$ SW $\frac{1}{2}$  of Section 16, Township 49 North, Range 1 West, Boise Meridian, containing 2.07 acres in exchange for a right of way across the S $\frac{1}{2}$ SW $\frac{1}{2}$  of said Section 16, as a part of the consideration for the right of way, in connection with the reconstruction of the Cedar Canyon Tunnel Section under Project IN-5041(5) in Kootenai County. The land to be exchanged for right of way is no longer required for highway purposes.

Exchange of Quitclaim Deeds. The Department exchanged quitclaim deeds with Mr. Irmin Putzier of Emmett with deed covering State maintenance site in order to clear his title. No land was exchanged -- only exchange of quitclaim deeds to confirm metes and bounds of both properties.

Brownlee Dam Road - Delegation. The following delegation met with the Board:

W. A. Hemenway, Chairman, Washington County Commissioners  
James Cahill, Sr., Washington County Commissioner  
Frank Ingebretsen, Washington County Commissioner  
John Lloyd, Weiser Chamber of Commerce  
Tom Chamberlin, Weiser Chamber of Commerce  
Mr. Gale, Idaho Power Company  
Fred McCormick, Brownlee Dam Project Engineer

Mr. Gale stated that the Idaho Power Company on reviewing its road maintenance budgets for the three dams over the nine-year period would expend approximately \$120,000 for road maintenance from Cambridge to the Snake River during this period. Idaho Power is in a position at this time to contribute the above amount to Washington County for improvements and reconstruction of the Cambridge-Brownlee Road, which has been designated as a County Secondary Road.

Mr. Floan stated that maintenance costs would be approximately \$22,000 to \$24,000 a year on a road built to secondary road standards. Location Engineer Sam Johnson, and State Highway Engineer Miller estimated that an additional \$60,000 would be required to complete this road improvement before secondary road contracts could be let, assuming the Bureau of Public Roads would concur.

Chairman Rich informed the delegation that the Board intends to go over this road next month and may then be in a position to answer Mr. Chamberlin's question as to what extent, if any, the State would participate in the Brownlee Dam Road improvement.

May 25, 1956

Traffic Regulations. The Board approved ordinances regulating speed limits in the Villages of Basalt and Firth as follows:

WHEREAS, by virtue of Section 49-524.2 and Section 49-524.3 Idaho Code the prima facie speed limit upon urban extensions of the State Highway System may be altered; and,

WHEREAS, an engineering and traffic investigation is the basis upon which such alterations are to be determined; and,

WHEREAS, an engineering and traffic investigation has been made on the hereinafter described urban portion of the State Highway System within the corporate limits of the Village of Basalt; and,

WHEREAS, the hereinafter designated speed limits have been found to be reasonable and safe prima facie speeds, on the respective urban portion of the State Highway System, within the corporate limits of the Village of Basalt; said urban portion of the State Highway System and prima facie speed limits being as follows:

<u>Item No.</u>	<u>Highway No.</u>	<u>Street Name</u>	<u>Zone Limits</u>	<u>Prima Facie Speed Limits (M.P.H.)</u>
1	US 91,191 & 26	None	South Village Limits (MP 112.80) to North Village Limits (MP 113.70)	60-55

NOW THEREFORE, it is hereby determined and declared that the hereinabove designated prima facie speeds on the hereinabove described urban portion of the State Highway System within the corporate limits of the Village of Basalt shall henceforth be effective at all times during hours of daylight or darkness.

WHEREAS, by virtue of Section 49-524.2 and Section 49-524.3 Idaho Code the prima facie speed limit upon urban extensions of the State Highway System may be altered; and,

WHEREAS, an engineering and traffic investigation is the basis upon which such alterations are to be determined; and,

WHEREAS, an engineering and traffic investigation has been made on the hereinafter described urban portion of the State Highway System within the corporate limits of the Village of Firth; and,

WHEREAS, the hereinafter designated speed limits have been found to be reasonable and safe prima facie speeds, on the respective urban portion of the State Highway System, within the corporate limits of the Village of Firth; said urban portion of the State Highway System and prima facie speed limits being as follows:

Item No.	Highway No.	Street Name	Zone Limits	Prima Facie Speed Limits
				(M.P.H.)
1	US 26,91 & 191	None	South Village Limits (MP 111.80) to North Village Limits (MP 112.60)	35

NOW THEREFORE, it is hereby determined and declared that the hereinabove designated prima facie speeds on the hereinabove described urban portion of the State Highway System within the corporate limits of the Village of Firth shall henceforth be effective at all times during hours of daylight or darkness.

Rural Speed limits in District One. The Board approved and signed the following resolution regarding rural speed limits in District One:

WHEREAS, by virtue of Section 49-524.2 Idaho Code, the Department of Highways may, upon the basis of an engineering and traffic investigation, determine and declare a reasonable and safe prima facie speed limit at any intersection or other place or upon any part of the State Highway System; and,

WHEREAS, it has been found that certain revisions to the Minute Entry of the Board of Highway Directors dated October 18, 1955, are in order; and,

WHEREAS, upon the basis of an engineering and traffic investigation, it is deemed advisable that the prima facie speed limits on the hereinafter rural portions of the State Highway System be altered to the hereinafter described limits,

NOW THEREFORE, it is hereby ordered that the Minute Entry of the Board of Highway Directors dated October 18, 1955, is herewith rescinded. It is further determined and declared that the hereinafter designated prima facie speed limits, over and upon the hereinafter described rural portions of the State Highway System be and hereby are the reasonable and safe prima facie speed limits thereon and shall henceforth be effective at all times during hours of daylight or darkness:

Item No.	Highway No.	From Milepost	To Milepost	Description	Prima Facie Speed Limits
					(M.P.H.)
				Arco	
1	US 20,26	262.55	263.15	Urban Extension	--
2	US 20,26	263.15	263.80	East of Arco	35
3	US 20,26	263.80	265.90	To Butte City	60-55
4	US 20,26	265.90	266.45	Butte City Urban Extension	--
5.	US 20,26	266.45	270.00	Butte City to Jct. with SH 22	60-55
6	US 20,26	270.00	285.80	Jct. with SH 22 to Jct. of US 20,26	60-55

<u>Item No.</u>	<u>Highway No.</u>	<u>From Milepost</u>	<u>To Milepost</u>	<u>Description</u>	<u>Prima Facie Speed Limits (M.P.H.)</u>
7	US 20	285.80	305.05	Jct. with US 26 to Bonneville County Line	60-55
8	SH 22	270.00	285.80	Jct. with US 20,26 to Howe	60-55
9	SH 22	285.80	286.00	Through Howe	35
10	US 26	285.80	315.50	Jct. with US 20 to Jct. with SH 39 Ext.	60-55
11	US 26	315.50	319.55	Jct. with SH 39 Ext. to Jct. with SH 39	60-55
12	US 26	319.55	320.10	East of Jct. with SH 39	50
13	US 26	320.10	320.20	To Blackfoot	35
14	US 26	320.20	321.25	Blackfoot Urban Extension	--
15	US 30N	252.30	271.10	Cassia County Line to Jct. with SH 37	60-55
16	US 30N	271.10	272.90	Jct. with SH 37 to American Falls	60-55
17	US 30N	272.90	273.70	American Falls Urban Ext.	--
18	US 30N	273.70	274.35	American Falls Urban Ext.	--
19	US 30N	274.35	296.15	American Falls to Pocatello	60-55
20	US 30N	296.15	296.70	Pocatello Urban Extension	--
21	US 30N	296.70	296.75	Rural Portion between Pocatello Corporate Boundaries	35
22	US 30N	296.75	298.00	Pocatello Urban Extension	--
23	US 30N	298.00	299.90	Pocatello Urban Extension	--
24	US 30N	299.90	321.70	(Carried on US 91,191 & 30N)	--
25	US 30N	321.70	322.05	East of Jct. with US 91,191	35
26	US 30N	322.05	332.70	To Lava Hot Springs	60-55
27	US 30N	332.70	333.90	Lava Hot Springs Urban Ext.	--
28	US 30N	333.90	350.80	Lava Hot Springs to Bancroft	60-55
29	US 30N	350.80	351.95	Bancroft Urban Extension	--
30	US 30N	351.95	360.75	Bancroft to Jct. with SH 34	60-55
31	US 30N	360.75	367.20	(Carried on US 30N & SH 34)	--
32	US 30N	367.20	368.95	Soda Springs Urban Extension	--
33	US 30N	368.95	384.90	Soda Springs to Georgetown	60-55
34	US 30N	384.90	385.90	Georgetown Urban Extension	--
35	US 30N	385.90	391.55	Georgetown to Bennington	60-55
36	US 30N	391.55	392.10	Through Bennington	35
37	US 30N	392.10	396.00	Bennington to Montpelier	60-55
38	US 30N	396.00	397.00	Montpelier Urban Extension	--
39	US 30N	397.00	397.50	(Carried on US 30N & US 89)	--
40	US 30N	397.50	397.80	Montpelier Urban Extension	--
41	US 30N	397.80	398.10	East of Montpelier	50
42	US 30N	398.10	410.45	East of Montpelier	60-55
43	US 30N	410.45	418.75	To Wyoming State Line	60-55



Item No.	Highway No.	From Milepost,	To Milepost	Description	Prima Facie
					Speed Limits (MPH)
44	US 30N & SH 34	360.75	366.60	East of Jct. with SH 34	60-55
45	US 30N & SH 34	366.60	366.70	To Soda Springs	35
46	US 30N & SH 34	366.70	367.20	Soda Springs Urban Extension	--
47	US 30N & US 89	397.00	397.50	Montpelier Urban Extension	--
48	SH 34	0.00	0.90	Utah State Line to Fairview	50
49	SH 34	0.90	1.20	Through Fairview	35
50	SH 34	1.20	5.60	Fairview to Preston	50
51	SH 34	5.60	6.45	Preston Urban Extension	--
52	SH 34	6.45	7.70	(Carried on US 91 & SH 34)	--
53	SH 34	7.70	8.70	Preston Urban Extension	--
54	SH 34	8.70	29.70	Preston to Cleveland	50
55	SH 34	29.70	30.10	Through Cleveland	50
56	SH 34	30.10	35.65	Cleveland to Thatcher	50
57	SH 34	35.65	36.00	Through Thatcher	35
58	SH 34	36.00	42.55	Thatcher to Niter	50
59	SH 34	42.55	42.95	Through Niter	35
60	SH 34	42.95	46.60	Niter to Grace	60-55
61	SH 34	46.60	48.20	Grace Urban Extension	--
62	SH 34	48.20	48.50	North of Grace	35
63	SH 34	48.50	52.95	To Jct. with US 30N	60-55
64	SH 34	52.95	59.40	(Carried on US 30N & SH 34)	--
65	SH 34	59.40	61.15	Soda Springs Urban Extension	--
66	SH 34	61.15	65.60	Soda Springs to Conda Jct.	60-55
67	SH 34	65.60	72.40	North of Conda Jct.	60-55
68	SH 34	72.40	78.65	To Henry	50
69	SH 34	78.65	79.00	Through Henry	50
70	SH 34	79.00	95.50	Henry to Wayan	50
71	SH 34	95.50	96.10	Through Wayan	40
72	SH 34	96.10	116.30	Wayan to Wyoming State Line	40
73	SH 35	0.00	2.65	Utah State Line to Weston	50
74	SH 35	2.65	4.50	Weston Urban Extension	--
75	SH 35	4.50	7.60	Weston to Dayton	50
76	SH 35	7.60	10.65	Dayton Urban Extension	--
77	SH 35	10.65	13.70	Dayton to Clifton	50
78	SH 35	13.70	15.90	Clifton Urban Extension	--
79	SH 35	15.90	19.70	North of Clifton	50
80	SH 35	19.70	19.95	To Oxford	35
81	SH 35	19.95	20.55	Oxford Urban Extension	--
82	SH 35	20.55	27.60	Oxford to Jct. with US 91	60-55

<u>Item No.</u>	<u>Highway No.</u>	<u>From Milepost</u>	<u>To Milepost</u>	<u>Description</u>	<u>Prima Facie Speed Limits (M.P.H.)</u>
83	SH 37	0.00	0.60	Malad Urban Extension	--
84	SH 37	0.60	0.70	West of Malad	35
85	SH 37	0.70	5.50	To Pleasantview	60-55
86	SH 37	5.50	5.70	Through Pleasantview	35
87	SH 37	5.70	9.90	West of Pleasantview	60-55
88	SH 37	9.90	12.40	West of Pleasantview	50
89	SH 37	12.40	18.30	To Jct. with SH 38	60-55
90	SH 37	18.30	22.00	Jct. with SH 38 to Holbrook Jct.	60-55
91	SH 37	22.00	26.60	North of Holbrook Jct.	50
92	SH 37	26.60	39.00	To Roy	40
93	SH 37	39.00	54.60	North of Roy	60-55
94	SH 37	54.60	54.70	To Rockland	35
95	SH 37	54.70	55.05	Rockland Urban Extension	--
96	SH 37	55.05	68.10	Rockland to Jct. with US 30N	60-55
97	SH 38	0.00	31.00	Jct. with SH 37 to Pauline	50
98	SH 38	31.00	43.30	Pauline to Bannock County Line	50
99	SH 39	0.00	0.30	American Falls Urban Extension	--
100	SH 39	0.30	1.50	North of American Falls	35
101	SH 39	1.50	2.85	North of American Falls	50
102	SH 39	2.85	14.90	To Aberdeen	60-55
103	SH 39	14.90	16.60	Aberdeen Urban Extension	60-55
104	SH 39	16.60	25.35	Aberdeen to Grandview	60-55
105	SH 39	25.35	25.65	Through Grandview	35
106	SH 39	25.65	30.25	North of Grandview	60-55
107	SH 39	30.25	32.50	To Springfield	60-55
108	SH 39	32.50	32.90	Through Springfield	35
109	SH 39	32.90	44.75	Springfield to Rockford	60-55
110	SH 39	44.75	45.05	Adjacent to Rockford	60-55
111	SH 39	45.05	49.45	Rockford to Riverside	60-55
112	SH 39	49.45	50.05	Through Riverside	35
113	SH 39	50.05	53.15	To jct. with US 26	50
114	SH 39 Spur	49.45	50.85	Jct. with SH 39 to Moreland	50
115	SH 39 Spur	50.85	51.55	Through Moreland	35
116	SH 39 Spur	51.55	52.20	Moreland to Jct. with US 26	50
117	SH 61	41.30	41.90	Jct. with US 89 to Wyoming State Line	60-55
118	SH 86	8.85	10.00	Dayton Urban Extension	--
119	SH 86	10.00	14.50	Dayton to Preston	50
120	SH 86	14.50	15.65	Preston Urban Extension	--

Prima Facie  
Speed Limits  
(M.P.H.)

<u>Item No.</u>	<u>Highway No.</u>	<u>From Milepost</u>	<u>To Milepost</u>	<u>Description</u>	
121	US 89	0.00	2.45	Utah State Line to Fish Haven	60-55
122	US 89	2.45	3.10	Through Fish Haven	35
123	US 89	3.10	6.90	Fish Haven to St. Charles	60-55
124	US 89	6.90	9.25	St. Charles Urban Extension	--
125	US 89	9.25	12.95	St. Charles to Bloomington	60-55
126	US 89	12.95	14.05	Bloomington Urban Extension	--
127	US 89	14.05	14.95	Bloomington to Paris	60-55
128	US 89	14.95	16.95	Paris Urban Extension	--
129	US 89	16.95	17.10	North of Paris	50
130	US 89	17.10	19.95	To Ovid	60-55
131	US 89	19.95	20.40	Through Ovid	35
132	US 89	20.40	25.00	Ovid to Montpelier	60-55
133	US 89	25.00	25.55	Montpelier Urban Extension	--
134	US 89	25.55	26.00	(Carried on US 30N & US 89)	--
135	US 89	26.00	27.15	Montpelier Urban Extension	--
136	US 89	27.15	40.30	Montpelier to Geneva	50
137	US 89	40.30	40.65	Through Geneva	35
138	US 89	40.65	41.30	Geneva to Jct. with SH 61	50
139	US 89	41.30	44.25	Jct. with SH 61 to Wyoming State Line	60-55
140	US 91	0.00	0.80	Utah State Line to Franklin	60-55
141	US 91	0.80	1.70	Franklin Urban Extension	--
142	US 91	1.70	7.00	Franklin to Preston	60-55
143	US 91	7.00	8.00	Preston Urban Extension	--
144	US 91	8.00	9.25	(Carried on US 91 & SH 34)	--
145	US 91	9.25	10.45	Preston Urban Extension	--
146	US 91	10.45	26.05	Preston to Swan Lake	60-55
147	US 91	26.05	26.55	Through Swan Lake	50
148	US 91	26.55	30.20	Swan Lake to Jct. with SH 35	60-55
149	US 91	30.20	36.15	Jct. with SH 35 to Downey	60-55
150	US 91	36.15	36.60	Downey Urban Extension	--
151	US 91 & SH 34	8.00	9.25	Preston Urban Extension	--
152	US 91,191	36.60	37.55	Downey Urban Extension	--
153	US 91,191	37.55	46.25	Downey to Arimo	60-55
154	US 91,191	46.25	47.05	Arimo Urban Extension	--
155	US 91,191	47.05	52.00	Arimo to McCammon	60-55
156	US 91,191	52.00	53.55	McCammon Urban Extension	--
157	US 91,191	53.55	53.80	McCammon to Jct. with US 30N	35
158	US 91,191	53.80	76.05	(Carried on US 91,191 & 30N)	--
159	US 91,191	76.05	76.95	Pocatello Urban Extension	--
160	US 91,191	76.95	77.95	Alameda Urban Extension	--
161	US 91,191	77.95	78.75	North Pocatello Urban Extension	--


Item No.	Highway No.	From Milepost	To Milepost	Description	Prima Facie Speed Limits (M.P.H.)
162	US 91,191	78.75	79.45	Pocatello Urban Extension	--
163	US 91,191	79.45	81.60	Chubbuck Urban Extension	--
164	US 91,191	81.60	83.60	Northof Chubbuck	50
165	US 91,191	83.60	88.15	To Fort Hall	60-55
166	US 91,191	88.15	88.70	Through Fort Hall	35
167	US 91,191	88.70	99.35	North of Fort Hall	60-55
168	US 91,191	99.35	99.60	To Blackfoot	35
169	US 91,191	99.60	100.80	Blackfoot Urban Extension	--
170	US 91,191	100.80	120.65	(Carried on US 91,191,26)	--
171	US 91,191, / 30N	53.80	54.00	North of Jct. with US 30N	35
172	US 91,191 & 30N	54.00	63.70	To Inkome	60-55
173	US 91,191 & 30N	63.70	64.15	Inkome Urban Extension	--
174	US 91,191 & 30N	64.15	64.30	North of Inkome	35
175	US 91,191 & 30N	64.30	64.70	North of Inkome	50
176	US 91,191 & 30N	64.70	72.95	To Pocatello	60-55
177	US 91,191 & 30N	72.95	76.05	Pocatello Urban Extension	--
178	US 91,191 & 26	100.80	101.50	Blackfoot Urban Extension	--
179	US 91,191 & 26	101.50	101.75	North of Blackfoot	35
180	US 91,191 & 26	101.75	111.80	To Firth	60-55
181	US 91,191 & 26	111.80	112.60	Firth Urban Extension	--
182	US 91,191 & 26	112.60	112.80	Firth to Basalt	60-55
183	US 91,191 & 26	112.80	113.70	Basalt Urban Extension	--
184	US 91,191 & 26	113.70	117.60	North of Basalt	60-55
185	US 91,191 & 26	117.60	117.65	To Shelley	35
186	US 91,191 & 26	117.65	118.80	Shelley Urban Extension	--
187	US 91,191 & 26	118.80	120.65	Shelley to Bonneville County Line	60-55
188	US 191	0.00	13.05	Utah State Line to Malad	60-55
189	US 191	13.05	13.45	Malad Urban Extension	--
190	US 191	13.45	32.65	Malad to Downey	60-55

<u>Item No.</u>	<u>Highway No.</u>	<u>From Milepost</u>	<u>To Milepost</u>	<u>Description</u>	<u>Prima Facie Speed Limits (M.P.H.)</u>
191	US 191	32.65	33.05	Downey Urban Extension	--
192	US 26 Spur	292.40	293.50	Jct. US 26 to Atomic City	60-55

IT IS FURTHER ORDERED that the State Highway Engineer procure appropriate signs in conformance with Section 49-512.2 and cause the same to be erected on the appropriate sections, at reasonable intervals, to advise the traveling public of said prima facie speed limits.

Board Tour. The Board toured Southern Idaho State Highways May 20 through May 23, reviewing State Highway needs of Bear Lake, Caribou, Bannock, Franklin, Minidoka, Cassia, and Twin Falls Counties. Meetings were held at Preston, Soda Springs, Rupert, Burley, and Twin Falls. Engineer Miller, Location Engineer Sam Johnson, Board Secretary Wayne Summers, and District Engineers accompanied the Board.

THEREUPON, the Board adjourned at 5:00 p.m. to reconvene at their next regular meeting June 25 and 26, 1956, followed by a tour of Washington, Payette, and Canyon Counties on June 27 and 28, 1956.

  
 R. C. RICH, Chairman  
 Board of Highway Directors

Done at Boise, Idaho  
 June 25, 1956.

May 25, 1956

210 MINUTES OF THE REGULAR MEETING OF THE IDAHO BOARD OF HIGHWAY DIRECTORS

June 25-29, 1956

The regular meeting of the Idaho Board of Highway Directors convened at 603 Main Street, Boise, Idaho, at 1:30 p.m. on Monday, June 25, 1956.

**Present were:**

David P. Jones, Director, District No. 1  
Roscoe C. Rich, Director, District No. 2  
Leonard K. Floan, Director, District No. 3  
Earle V. Miller, State Highway Engineer  
Wayne Summers, Secretary of the Board

Minutes. The minutes of the meeting held May 25-26, 1956, were read and approved.

Household Moving Costs. The Board authorized the State Highway Engineer to approve the costs of moving household goods as follows:

William A. Gifford - Banks to New Meadows - \$143.25  
Harry E. Wood - New Meadows to Boise - \$164.08

Anticipated Job Lettings. The following were submitted as probable job lettings during the next thirty days:

- |                                |                                       |
|--------------------------------|---------------------------------------|
| 1. Niter South                 | 8. Medbury Hill                       |
| 2. Soda Springs East           | 9. Mountain Home-Air Base             |
| 3. Niter-Grace                 | 10. Thorn Creek-Uniontown (Latah Co.) |
| 4. Massacre Rocks Section      | 11. Grangeville and Kooskia           |
| 5. Elmore Line-Bliss           | 12. Teton River Bridge and approaches |
| 6. Bellevue-Gannett            | 13. Odd Fellows Home Road             |
| 7. Bridge on Hornet Creek Road |                                       |

Annual Audit. The annual audit of the Department by the State Auditor was reviewed by the Board. The recommended charge-offs of uncollected items were ordered prepared as per the Auditor's suggestion.

Expense Vouchers. Expense Vouchers for the month of May were approved as follows: R. C. Rich, \$48.75; L. K. Floan, \$86.10; D. P. Jones, \$59.15.

Meridian Hearing. The Board authorized the holding of a public hearing at Meridian in compliance with Idaho Code 40-121.

THEREUPON, the Board adjourned at 5:00 p.m. until Tuesday, June 26, 1956.

June 25, 1956

The Board reconvened at 8:00 a.m., Tuesday, June 26, 1956, with all members of the Board, the State Highway Engineer, and the Secretary present.

Bids. The Board reviewed the results of the Bid Openings held May 29, June 5, 12, 19, and 26, 1956, and the following action was taken:

ST-M-4114(505), 4114(511), 4161(503), 4717(504), 4780(502), 4800(504), 4800(505), and 4814(502) - Consisting of reconstructing the surface on 34.9 miles and seal coating 18.6 miles of various highways in the Lewiston District in Clearwater, Idaho, Latah, Lewis, and Nez Perce Counties - State financed. Contract was awarded to United Paving Company of Spokane, Washington, the low and only bidder, on May 31, 1956, in the amount of \$160,903.00, the Engineer's Estimate being \$177,970.00.

ST-6471(509), ST-6521(503), and STOCKPILE 170 - Consisting of constructing a roadmix bituminous surface on 3.168 miles of U.S. 20 and 191, from Rexburg to Sugar City and on 8.224 miles of S.H. 33 from Teton City to East of Newdale, and a Maintenance Stockpile in St. Anthony in Madison and Fremont Counties - State financed. Contract was awarded to Carl E. Nelson Construction Company, Inc., of Logan, Utah, the low bidder, on May 31, 1956, in the amount of \$156,967.08, the Engineer's Estimate being \$169,947.05.

ST-M-2011(503) and STOCKPILE 152 - Consisting of seal coating 26.756 miles of U.S. 30 S, north and south of Malta and for furnishing crushed gravel in stockpiles in Cassia County - State financed. Contract was awarded to Jack B. Parson Construction Company of Smithfield, Utah, the low bidder, on May 31, 1956, in the amount of \$54,958.50, the Engineer's Estimate being \$63,925.00.

F-5116(6) - Consisting of removing the old Sandpoint Bridge across the Pend Oreille River, south of Sandpoint on U.S. 95 in Bonner County - Federal Aid Primary and State financed. Contract was awarded to Henry Hagman of Spokane, Washington, the low bidder, on June 7, 1956, in the amount of \$68,780.00, the Engineer's Estimate being \$69,000.00.

ST-M-4113(512) - Consisting of reconstructing a roadmix bituminous surface on 16.95 miles of U.S. 95 on the Whitebird Hill and Lawyers Canyon-Winchester Hill and Seal coating 20.7 miles from Lawyers Canyon-Winchester Hill, in Idaho, Lewis and Nez Perce Counties - State financed. The one bid was rejected as it was excessively high above the Engineer's Estimate, being \$96,255.00.

ST-M-4113(511) and STOCKPILE 146 - Consisting of constructing a bituminous surface and seal coat on 16.0 miles of U.S. 95 from Fenn West - Lawyers Canyon, and furnishing crushed/rock in stockpiles

one mile south of Craigmont in Idaho and Lewis Counties - State financed. The contract was awarded to J. F. Konen Construction Company of Lewiston, Idaho, the low bidder, on June 7, 1956, in the amount of \$216,939.00, the Engineer's Estimate being \$236,865.00.

ST-M-1032(505) and 1721(503) - Consisting of seal coating 31.95 miles of U.S. 191 from Fort Hall Indian Reservation-Shelley and 21.675 miles of S.H. 39 from Power County Line-Sterling Junction in Bannock and Bingham Counties - State financed. Contract was awarded to Nelson & Deppe of Boise, Idaho, the low bidder, on June 13, 1956, in the amount of \$51,692.50, the Engineer's Estimate being \$59,482.50.

STOCKPILE 150 - Consisting of furnishing crushed gravel in stockpiles in the vicinity of Montpelier in Bear Lake County - State financed. Contract was awarded to Western Construction Company of Pocatello, Idaho, the low bidder, on June 13, 1956, in the amount of \$13,500.00, the Engineer's Estimate being \$15,800.00.

STATE HIGHWAY MAINTENANCE BUILDING - Consisting of the construction of a Maintenance Building for the State of Idaho, Department of Highways to be built at Priest River, Idaho, in Bonner County - State financed. Contract was awarded to Walter M. Varnum, of Coeur d'Alene, Idaho, the low bidder, on June 21, 1956, in the amount of \$28,774.00, the Engineer's Estimate being \$32,633.00.

F-2441(5) and STOCKPILE 151 - Consisting of reconstructing the roadway and a bituminous surface treatment on 13.541 miles of S.H. 25 between Eden Corner and Greenwood School, and Maintenance stockpiles east of Hazelton and West of Eden, in Jerome County - Federal Aid Primary and State financed. The bids were rejected as they were excessively high above the Engineer's Estimate, being \$590,362.60.

F-2441(4) - Consisting of constructing the roadway, a bituminous surface treatment and a 40' concrete bridge on 0.687 miles of S.H. 25 from Jerome westerly in Jerome County - Federal Aid Primary and State financed. Contract was awarded to J. O. Young & Sons of Nampa, Idaho, the low bidder, on June 20, 1956, in the amount of \$157,844.50, the Engineer's Estimate being \$155,690.85.

STOCKPILE 171 - Consisting of furnishing crushed gravel surfacing and cover coat material in stockpiles at Lewiston in Nez Perce County - State financed. Contract was awarded to J. H. Wise & Sons, Inc., of Boise, Idaho, the low bidder, on June 20, 1956, in the amount of \$23,750.00, the Engineer's Estimate being \$40,250.00.



S-2791(1) - Consisting of grading, draining and placing a 0.6' course of selected borrow on 2.481 miles of the Shook's Corner N. & E. Road in Lincoln County - Federal Aid Secondary and County financed. The Board recommended that this contract be awarded to Quinn Brothers & Robbins of Boise, Idaho, the low bidder, in the amount of \$47,380.50, the Engineer's Estimate being \$41,462.50, subject to concurrence by Lincoln County.

S-1739(4) and STOCKPILE 123 - Consisting of constructing the roadway and a roadmix bituminous surface on 9.478 miles of S.H. 35 from Dayton north and crushed gravel in stockpile north of Dayton in Franklin County - Federal Aid Secondary and State financed. Contract was awarded to Jack B. Parson Construction Company of Smithfield, Utah, the low bidder, on June 27, 1956, in the amount of \$353,537.40, the Engineer's Estimate being \$405,286.70.

F-3271(2) - Consisting of seal coating 13.790 miles of S.H. 15, Round Valley-Cascade in Valley County - Federal Aid Primary and State financed. Contract was awarded to Winn & Company, Inc., of Buhl, Idaho, the low bidder, on June 27, 1956, in the amount of \$38,957.50, the Engineer's Estimate being \$40,070.00.

ST-M-3111(504) and ST-M-3712(503) - Consisting of reconstructing the shoulders and seal coating 9.533 miles of U.S. 95, Karcher Lane-Huston and Seal coating 5.25 miles of S.H. 19, Wilder-Greenleaf, in Canyon County - State financed. Contract was awarded to Quinn Brothers & Robbins, Inc., of Boise, Idaho, the low bidder, on June 27, 1956, in the amount of \$24,786.15, the Engineer's Estimate being \$24,329.45.

Franklin County Delegation. A delegation from Franklin County consisting of:

D. Ariel Nash, County Commissioner, Weston  
Roy C. Andreasen, County Commissioner, Preston  
Rulon Dunn, Chamber of Commerce, Preston

called on the Board and were advised that a determination had been made to reconstruct that section of S.H. 34 from the Cleveland Bridge to the Riverdale Junction on its present location west of Bear River. The work would be done in three stages: The first being to correct the alignment of the canal curves with new alignment crossing the canal; second, reconstruction and realignment from Cleveland Bridge north; and third, realignment and reconstruction from Riverdale Junction to Preston. No time factor was quoted other than it was hoped to start the first stage this fall or winter and the other two stages to be done as programming money becomes available.

June 26, 1956

H. G. Palmberg Claim. The Highway Board next heard H. G. Palmberg regarding his claim in connection with the North approach to the Sandpoint Bridge wherein it was agreed that upon presentation of adequate detail costs, Engineer Miller was instructed to settle the claim in an amount not to exceed \$50,000. The basis of this claim was that of "changed conditions" while the work was under contract in that the level of the lake did not lower to the point of permitting the contractor to do the work on schedule during the fall of 1954, which necessitated duplicate handling and stockpiling of materials and other attendant costs not contemplated under the contract agreement, growing out of the "changed condition" of the water level of the lake. The Army Engineers, who control the water level of the lake, did not see fit to cause the seasonal fluctuation to follow previous seasons during this period. Both the State and the Contractor relied upon the normal seasonal fluctuations to attain during the period in question. Because of this "changed condition" and after a careful analysis of the matter with the Legal Department, State Engineer and his staff, the Board decided to award the claim to the contractor in the above manner.

THEREUPON, the Board adjourned at 5:00 p.m. until Wednesday, June 27, 1956.

WEDNESDAY, June 27, 1956

Board Tour - Washington County. The Board toured U.S. 95 to Cambridge, the Cambridge-Brownlee County Road, and went over the Brownlee Dam roadways, returning by way of Pine Creek, Halfway, and Baker, Oregon, to Weiser. The slides on U.S. 30, Oregon, opposite the proposed Olds Ferry Road were viewed, and a meeting with 75 Washington County officials and interested citizens was held at the Washington Hotel from 7:00 to 11:00 p.m. Following the meeting, the Board met with the Washington County Commissioners to explain further the financial problem of improving the Cambridge-Brownlee Dam road, there still being funds lacking to complete the project. The Board and County Commissioners adjourned agreeing to study the matter of financing the road further as to availability of county and state funds to match Federal Aid funds offered by the Department, the road now being on the Secondary Highway System.

THURSDAY, June 28, 1956

Board Tour - Payette County. At 9:30 a.m., the Board met with Payette City and County officials and interested citizens in the Courthouse, Payette, Idaho, on highway relocations within Payette and vicinity. 68 people attended the meeting. It was brought out that the City of Payette approves of the closing of all railroad crossings in Payette except one when the proposed railroad overpass is completed.

Board Tour - Canyon County. At 1:30 p.m. the Board met with city and county officials and interested citizens of Canyon County at the Courthouse, Caldwell, Idaho, with 60 people in attendance. Needed State Highway improvements for Canyon County were discussed. It was indicated that the widening of 10th Street east of the overpass is next on the program of the Department, and it was pointed out that the survey and plans for one-way through traffic would come sometime after the opening of the 10th Street overpass.

The Board convened at 4:00 p.m. at 603 Main Street in Boise, Idaho, with all members, the State Highway Engineer, and the Secretary present.

Maintenance Budget. The Board approved an increase in the current maintenance budget because of increased highway maintenance demands in the amount of \$200,000, which includes \$30,000 in salaries and wages. This was occasioned by the excessive spring highway break-up and because bids subsequent to the break-up were excessive to the amount of as much as 49% over the engineer's estimate.

Jerome North. The State Highway Engineer was authorized to proceed with the reconstruction of Jerome North, ST-2751(502) under the Federal Aid Program and that the contract letting should be contingent upon the county's acceptance of this road upon the completion of its reconstruction.

U.S. 30 North - Wyoming. In response to the Wyoming State Highway Commission's invitation to request the Bureau of Public Roads to include into the Interstate System U.S. 30 N from Granger Junction, Wyoming, to McCammon, Idaho, the Board concurred with the Wyoming Commission in this respect and instructed the Department to notify Wyoming accordingly. Formal representations will be made on the matter by the Board at its July meeting.

Highway Research Board. The Highway Research Board's correlation service for the fiscal year, July 1, 1956, to June 30, 1957, was approved by the Board, and the customary subscription of \$1578.00 was authorized.

Employment of Right of Way Agents. The Board authorized Engineer Miller to immediately employ at least six additional right of way agents to expedite the procurement of right of way.

Condemnation Order. The Board signed a Condemnation Order as follows:

The Board, having considered the report and recommendations, submitted on the above date, find that certain land hereinafter described, sought to be acquired for right of way purposes in connection with the reconstruction of U.S. 191 for the purpose of constructing an underpass at Idaho Falls, is necessary for such use, and further, that it is determined that the Department of Highways and owner of said land have been unable to agree on the purchase price, as a result of which said land should be condemned as follows:

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Parcels No. 2 and 3, Idaho Falls Bonded Produce and Supply Company, mortgaged to the First Security Bank of Idaho, National Association, in portions of Lots 4 and 5 of Block 29 and Lot 7 of Block 56 of the Original Townsite of Eagle Rock, now the City of Idaho Falls.

That the Legal Department shall file a condemnation suit in the proper court against the owner of said property, to determine the value thereof.

Removal and Addition to State Highway System. The Board signed the following resolutions:

WHEREAS, Construction of 17.892 miles of S.H. 28 on new location beginning in Section 28, T. 16 N., R. 26 E., in Leadore and ending in Sec. 33, T. 18 N., R. 26 E., in Lemhi has made continuance of the original road as a part of the State Highway System no longer essential, all as shown upon the sketch map attached hereto,

THEREFORE BE IT RESOLVED, that this portion of the old road, 19.431 miles in length, is hereby removed from the State Highway System, effective this date.

WHEREAS, there is no existing State Highway service from Wendell to State Highway No. 25 west of Wendell, and

WHEREAS, such State Highway service is deemed necessary to serve the city of Wendell and the traveling public.

NOW THEREFORE BE IT RESOLVED, that there is hereby designated a State highway spur connection extending from a junction with State Highway No. 25 west of Wendell to a junction with State Highway 46 in Wendell, said spur, 0.973 mile in length, to be included as a part of the State Highway No. 46, all as shown on the sketch map attached hereto, effective this date.

Emergency Declarations. The Board signed the following emergency declarations:

WHEREAS during the months of April, May, and June, 1956, devastating floods throughout certain portions of the State of Idaho have resulted in extreme and serious damage to certain portions of the State Highway System, and

WHEREAS the particular areas of the State Highway System, to-wit: that portion of U.S. 95 between Riggins and Whitebird, Idaho County; that portion of U.S. 95 south of Bonners Ferry in the vicinity of Mirror Lake, Boundary County; that portion of U.S. 93 between

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Challis and Salmon, Lemhi County; and that portion of U.S. 93 between Salmon and North Fork, Lemhi County; have sustained extensive and serious damage, and

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WHEREAS the said damaged portions of the State Highway System present imminent dangers to life and the destruction of property, and

WHEREAS the immediate restoration and repair of said damaged portions of the said State Highway System are both desirable and necessary to the general welfare of the people of the State of Idaho,

NOW, THEREFORE, we, the Idaho Board of Highway Directors do hereby proclaim and declare an emergency to exist upon and within the hereinabove enumerated portions of the Idaho State Highway System as a result of flood conditions and consequent damage to and loss of highways, and that the immediate repair, reconstruction, and restoration of such damaged and destroyed highways are vital to the security, health, and welfare of the citizens of the State of Idaho.

WHEREAS on the 3rd day of January, 1956, an overheight vehicle crossing the bridge over the High Line Canal on U. S. Highway No. 30 in the vicinity of the Village of Murtaugh, Twin Falls County, State of Idaho, caused the collapse of said bridge, and

WHEREAS the said damaged bridge on the State Highway System presents imminent dangers to life and the destruction of property, and

WHEREAS the immediate construction of a temporary bridge and approaches thereto are both desirable and necessary to the general welfare of the people of the State of Idaho,

NOW, THEREFORE, we, the Idaho Board of Highway Directors, do hereby proclaim and declare an emergency to exist upon and within the hereinabove portion of the Idaho State Highway System as a result of said collapse and consequent damage to and loss of said bridge and that the immediate construction of a temporary bridge and approaches thereto are vital to the security, health, and welfare of the citizens of the State of Idaho.

Traffic Regulations. The Board approved ordinances regulating speed limits in the Villages of Driggs, and Inkom as follows:

WHEREAS, by virtue of Section 49-524.2 and Section 49-524.3 Idaho Code the prima facie speed limit upon urban extensions of the State Highway System may be altered; and,

WHEREAS, an engineering and traffic investigation is the basis upon which such alterations are to be determined; and,

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WHEREAS, an engineering and traffic investigation has been made on the hereinafter described urban portions of the State Highway System within the corporation limits of the Villages of Driggs and Inkom; and,

WHEREAS, it has been found that certain revisions to the Minute Entries of the Board of Highway Directors dated March 24, 1955, and May 19, 1955, are in order; and,

WHEREAS, the hereinafter designated speed limits have been found to be reasonable and safe prima facie speeds on the respective urban portions of the State Highway System within the corporate limits of the Villages of Driggs and Inkom; said urban portions of the State Highway System and prima facie speed limits being as follows:

DRIGGS				
Item No.	Highway No.	Street Name	Zone Limits	Prima Facie Speed Limits (M.P.H.)
1	SH 33	Main	North City Limits to 500 ft. North Ross Avenue	60-55
2	SH 33	Main	500 ft. North Ross Avenue to Howard Avenue	35
3	SH 33	Main	Howard Avenue to Short Street	25
4	SH 33	Main	Short St. to 1000 ft. So. Short St.	35
5	SH 33	Main	1000 ft. So. Short St. to South City Limits	60-55

INKOM				
Item No.	Highway No.	Street Name	Zone Limits	Prima Facie Speed Limits (M.P.H.)
1	US 30N, 91,191	None	East Village Limits (Milepost 63.70) to West Village Limits (Milepost 64.15)	35

THEREUPON, the Board adjourned at 5:00 p.m. to reconvene at their next regular meeting July 10, 1956, at 8:00 a.m., through July 13, 1956.



R. C. RICH, Chairman  
Board of Highway Directors

Done at Boise, Idaho  
July 11, 1956

June 28, 1956